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# TWIST & GO

March/April 2016  
Issue 109

BUYING, RUNNING, RIDING - ALL YOU NEED TO KNOW

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## MAU SPENCER

Heading up the *T&G* team, Editor Mau has been riding bikes since he was 16. He's also the founding editor of *Classic Scooterist* magazine – often leading to him being ribbed by his scooter-riding buddies – he gives as good as he gets.



## MIKKO NIEMINEN

Staff writer Mikko had his first taste of biking at the age of 15 on a 50cc Suzuki. Since then he's been happiest on two wheels – regardless of the make or size of the bike. He's an all-year rider and is never happier than when he's road testing a new bike, or a new bit of kit.



## MARTIN FREEMAN

*T&G* advertising manager Martin tells us he's a nutter for all things two or four wheels; but to make sure he's not just simply a nutter on two wheels, we thought we'd better check-out his riding skills – so we sent him on the same advanced riding course as Mikko.



## PETE HENSHAW

Pete doesn't own a car and is happily dependent on two wheel transport – anything powered by petrol, diesel, pedals or slight electrical assistance. He specialises in riding small, slow bikes for very long distances; he's also a sucker for anything eco-friendly, or out of the norm.



## The way forward

It's always nice to start a new year on a positive note and looking at the motorcycle industry's year-end sales figures for 2015 (12.7% up on the previous year), I can only hope that this trend continues in 2016. The signs are certainly there; the international bike show in Milan, and Motorcycle Expo at the NEC gave a hint of some new and exciting machines to come, especially in certain areas of the bike market.

As a commuter-focused magazine, one of those areas is of particular interest to *T&G* – the pedelec market, which at the moment, seems to be taking-off in leaps and bounds. The signs are all there that pedelecs are going to be the way forward for urban commuting in 2016; not everyone will embrace them, but for a growing number of people they make perfect ecological and economic sense. Not

only do they cause less pollution than two- or four-stroke bikes, but the initial cost outlay of getting on the road is more than offset by the amount of money saved on the annual cost of commuter transport in cities like London and Manchester. If they take off, we could be on the brink of a new commuting trend.

Mau

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## TU Aviator Gloves

**RRP: £69.99**

Italian bike wear brand Tucano Urbano has added two new winter gloves to its 2015/2016 Autumn-Winter Collection. The manufacturer says the Aviator and Aviator Lady gloves are constructed from 100% real leather and include thick synthetic fur lining, as well as extra-long cuffs with reversible liner.

Also featured are hard ABS inserts on knuckles and soft D30 inserts on the palm. The 100% water resistant gloves meet the CE FprEN 13594:2014 safety standards for bike gloves. Info: [www.tucanourbano.com](http://www.tucanourbano.com) / [info@tucanourbano.co.uk](mailto:info@tucanourbano.co.uk)



## Jet Lady D30 Sympatex boots

**RRP: £99.99**

The new Jet Lady D30 Sympatex boots – available in black/pink – are fully CE certified, and waterproof according to the manufacturers. The main external material is cow leather, with D30 protectors on the malleolus and reinforcements on the toes and heel. The soles are anti-slip and anti-torsion and the flap over the laces prevents them being caught in moving parts. Info: [www.furygan.com](http://www.furygan.com)

## Commuter X4

**RRP £39.99**

The Commuter X4 personal illumination system fits on the back of a jacket or a backpack. It features a central red light with five modes and up to 70 lumens light output and four fibre optic strap lights with three modes and hi-vis silver reflective piping. It is charged via a USB cable (supplied) and the run time is between 3.5 and 20 hours depending on the mode. Info: [www.oxprod.com](http://www.oxprod.com)



# Latest industry figures

(Information supplied by the MCIA)

## DECEMBER 2015 & YEAR TO DATE COMPARISONS BY ENGINE BAND

	Dec 2015	Dec 2014	% Change	Dec 2015 YTD	Dec 2014 YTD	% Change
<b>0-50cc</b>	626	575	8.9%	9,444	10,663	11.4%
<b>51-125cc</b>	2,249	1,903	18.2%	43,759	37,901	15.5%
<b>126-650cc</b>	810	657	23.3%	16,061	14,326	12.1%
<b>651-1000cc</b>	797	850	-6.2%	24,876	19,909	24.9%
<b>Over 1000cc</b>	695	569	22.1%	20,020	18,478	8.3%
<b>TOTAL REGISTRATIONS</b>	<b>5,177</b>	<b>4,554</b>	<b>13.7%</b>	<b>114,160</b>	<b>101,277</b>	<b>12.7%</b>

## HIGHEST REGISTERING MODEL IN ENGINE BAND

<b>0-50cc</b>	Lexmoto Scout 49	70
<b>51-125cc</b>	Honda NSC 110 WH	155
<b>126-650cc</b>	Suzuki DL 650 V-Strom	55
<b>651-1000cc</b>	Yamaha MT-07 ABS	45
<b>Over 1000cc</b>	Kawasaki Z1000 SX	98

## MAJOR BRAND SALES

<b>Honda</b>	918	<b>Kawasaki</b>	259
<b>Yamaha</b>	569	<b>Triumph</b>	224
<b>Lexmoto</b>	535	<b>Piaggio</b>	222
<b>BMW</b>	279	<b>Suzuki</b>	195
<b>KTM</b>	260	<b>Ducati</b>	178

## UK PTW BACKGROUND INFORMATION (Dept for Transport figures)

Motorcycles in use		Rider test passes		Distance travelled by bike	
<b>2011</b>	1.2 million	<b>2011/12</b>	39,900	<b>2011</b>	2.9 billion miles
<b>2012</b>	1.2 million	<b>2012/13</b>	44,900	<b>2012</b>	2.8 billion miles
<b>2013</b>	1.2 million	<b>2013/14</b>	30,500	<b>2013</b>	2.7 billion miles
<b>2014</b>	1.2 million	<b>2014/15</b>	34,600	<b>2014</b>	2.8 billion miles

# 2015 best year for commuter bike sales since records began

The Motorcycle Industry Association (MCIA) has announced that more 'commuter-sized' (i.e. 101-125cc) bikes were sold during 2015 than in any other year since comparative records began in 1983. More than 43,700 new bikes between

101-125cc were sold. The MCIA, which collates new registration data for the industry, reports that total registrations for all sizes of motorcycles and mopeds will exceed 114,000 – the highest annual total since 2008 – 12% up on 2014.

Sales of new motorcycles of all sizes fell dramatically during the recession, but recovery began during 2011, when the sale of small motorcycles began to rise along with petrol prices.

Steve Kenward, MCIA CEO, says news about new bike sales between 101-125cc is consistent with anecdotal evidence that motorcycle commuting is becoming more popular:

"We're seeing an increase in sales of new motorcycles of all sizes, but our records show that we've never seen as many bikes of this size sold before. We think it is likely that they are being used for commuting, as they are economical to run and easy to park. We anticipate 2016 will see further growth and predict sales of around 124,000, which we will refine further during the year."





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## 'Wild Lion' exhaust RRP £ask

Malossi has introduced five new fitments for its Maxi scooter performance exhaust system, the 'Wild Lion'. Covering a selection of key models from BMW, Gilera, and Yamaha, the new exhausts join the already extensive line-up.

'Wild Lion' exhausts have minimal noise output while still improving overall performance. The road legal exhausts are manufactured from stainless steel with a full carbon fibre end cap, featuring a removable DB killer for track days, and a carbon fibre mounting strap. The systems are supplied with front pipe and fitting kit.  
Info: [www.onlineshop.malossiuk.com](http://www.onlineshop.malossiuk.com)



## Holmes scooter coat RRP: £209.99

Tucano Urbano's latest design is a long padded coat fitted with a waterproof Hydrosud membrane and taped seams. The jacket has been designed for city riding all year round and Tucano Urbano claims that as well as being rainproof, the heavy duty Oxford Polyamide shell is windproof and breathable.

There's a detachable thermal padded inner waistcoat that can be removed in warmer weather and worn separately, a detachable hood and elastic windproof cuffs with thumb loops. Holmes comes fitted with CE approved D30 level 1 elbow and shoulder armour and has a pocket at the back to insert D30 back armour (available separately). There are also high-visibility reflective inserts to increase the rider's visibility at night.

Info: [www.tucanourbano.com](http://www.tucanourbano.com) / [info@tucanourbano.co.uk](mailto:info@tucanourbano.co.uk)

## EU motorcycle and moped registrations up by 4.4%



It's not just the UK where registration numbers are going up; powered two and three wheeler registrations in the EU also continue to increase (+4.4% during the first 11 months of 2015).

A total of 1,151,657 powered two and three wheelers were registered during the first 11 months of 2015 in the EU. This represents an increase of 4.4% compared to the same period of 2014.

Registrations performed positively in Spain (138,590 units, +16.7%), the UK (109,542 units, +12.7%), Italy (190,405 units, 6.2%), and Germany (176,711 units, +3%).

Interestingly, they decreased in France (227,817 units, -4.2%).

## Vespa GTS sidecar

Watsonian has been making sidecars since 1912 and new for 2016 is the Zanzara, a version of the lightweight Meteor sidecar, designed to be fitted to Vespa GTS 250/300 scooters.

Zanzara is the Italian word for mosquito, a reference to the sidecar body, which was originally based on the shape of reserve fuel tanks from the famous de Havilland Mosquito aircraft. It also seems appropriate for a sidecar designed to be fitted to a 'wasp' (Vespa means wasp in Italian).

Watsonian had to develop a special chassis and sub-frame to attach the sidecar to the scooter's pressed steel frame, and fitted it with a 12in Vespa front wheel for balance. The mudguard is the deeply valenced classic shape, which first appeared in 1955, and the fold-down aero screen completes the period appearance. The seat tilts forward to provide access to storage space behind. It weighs approximately 65kg.



The Zanzara has a glass fibre body shell, which is available in a wide range of gel-coat colours. A painting service is available for customers who want to colour-match the sidecar to the machine. All sidecar chassis are welded tubular steel that is powder-coated and hydraulic suspension is fitted as standard. Prices vary according to specification.

For more information call 01386 700907 or visit [www.watsonian-squire.com](http://www.watsonian-squire.com)

## New Peugeot Django S

The new Django S is an urban take on Peugeot's 'neo-retro' Django scooter.

Based around the 125cc Sport model, it has matt black body panels with a colour-matched cover behind the seat that can be removed to reveal a passenger saddle. Wheels, fork legs and engine cover

are all painted black, with contrasting satin chrome finish on the trim, mirror covers and headlamp peak.

Inspired by Peugeot's S57C scooter of 1958, and named after the legendary Jazz guitarist Django Reinhardt, the Django S is packed with contemporary technology, including Synchro Braking Control (SBC), which distributes braking effort simultaneously between the front and rear 200mm disc brakes, for controlled and balanced stopping power.

The classic analogue speedometer dial has an LCD screen display set into it, featuring a trip computer, and the lockable dual compartment glove box has a 12v power socket inside for charging gadgets on the go. Modern LED lighting features throughout: in both the front and rear indicators, rear light and the signature lighting in the front grille. There's also a helmet-size luggage bay beneath the seat.

The Django S is expected to sell for under £3000 and will be covered by a two-year unlimited mileage parts and labour warranty.

Info: [www.peugeot scooters.co.uk](http://www.peugeot scooters.co.uk)







# Carnaby Scooters opens a new store in Thatcham

Carnaby Scooters recently celebrated the opening of its new Thatcham store with a grand opening ceremony. Despite it being a cold day, the shop and cafe were inundated with scooterists keen to see the new, much larger version of Carnaby Scooters.

Founded in early 2013 in Headley, the initial venture concentrated on breathing life back into vintage scooters, something that owner Richard Cooney was doing as a hobby before turning his passion into a business. Together with carrying out some servicing and supplying spare parts and accessories Carnaby Scooters was born.

Carnaby Scooters now has a range of scooters that includes something for everyone from the 16-year-old on their first 50cc, to born-again Mods, to the weekday commuters and the tourers wanting to cruise across Europe on a roaring 600cc maxi scooter. A fully equipped workshop offers servicing, repairs, parts, tyres and accessories for all brands of scooters and all warranty work is carried out on site.

Carnaby Scooters can be found at Units 4 & 5, 65-67 Bath Road, Thatcham, West Berkshire RG18 3BD.



Richard Cooney and partner Christel on a Scomadi at the Carnaby Scooters grand opening.

## Tempest D-WP boots

RRP: £149.99

The new Tempest D-WP boots have microfibre uppers with coloured leather inserts in a range of colours – black/red, black/fluo yellow and black/carbon – and have reflective inserts for visibility. They have a waterproof interior, fasten with a zip and have calf adjustment, made possible through the use of Velcro.

Info: [www.dainese.com](http://www.dainese.com)



## Windfilter mid-layers

RRP: from £14.99

Buffalo claims that Windfilter mid-layers help riders to stay warm, dry and comfortable, at an affordable price. The range is divided into two groups of clothing – Climate, for use in mild conditions, and Winter Plus, which provides an additional barrier against wind chill.

The Climate range consists of a shirt, matching trousers and gloves. All have a Roubaix fleece lining – a thermal stretch fabric with wicking properties – which prevents moisture build-up. Flat-finished seams throughout all products ensure a comfortable fit, while a draw-cord and an elasticated waist on the trousers keep out chilly breezes.

The Winter Plus range includes a shirt, trousers and gloves, all made from wind-resistant material, with a wicking Roubaix fleece thermal lining. While the outer fabric creates a barrier against wind chill, the draw cord and elasticated waist work with the fleece lining to retain body heat. Stretch fabric and flat-finished seams throughout provide all day comfort.

Info: [www.thekeycollection.co.uk](http://www.thekeycollection.co.uk) / Tel. 01179719200



## Successful 2015 for Piaggio

Last year saw great success for the Piaggio Group UK, with many products recording significant sales growth.

Particularly successful were the group's two motorcycle brands – Aprilia and Moto Guzzi.

Although the overall scooter market was little changed from 2014, Vespa ended 2015 with the GTS 300 family being the biggest selling powered two-wheeler in the 126-300cc segment. The iconic scooter brand celebrates its 70th birthday in 2016, which will be commemorated by Anniversary versions of the PX, Primavera and GTS models.

Sales of the Piaggio MP3 went up by 4% to 559.



# Forty penalty points and still on the road

Three drivers with more than 40 points on their driving licences are still allowed on the road, according to a Freedom of Information request to the DVLA by the Institute of Advanced Motorists (IAM).

The enquiry also found that 13 people in Britain currently have 28 or more points on their driving licence, the worst of those amassing 51 points.

In addition, the number of drivers with 12 or more points has gone up by 9% in just seven months between March and October 2015 – from 6884 to 7517.

While the DVLA does not hold details as to whether all of those individuals were still on the road, it did state that individual courts have the powers to choose not to disqualify a driver.

In its reply to the IAM's request, the DVLA said: "In a small percentage of cases where the driver has accumulated 12 or more penalty points, the agency understands that a court can exercise its discretion and not disqualify the driver.

"In the majority of these cases, magistrates may have decided to allow drivers to retain their

entitlement to drive where it is considered that disqualification would cause exceptional hardship."

DVLA data shows that of the 45 million driving licence holders in Britain, three million have points on their licence. Some 100,000 have been disqualified over the past four years for reaching 12 points and four per cent got all their points in one go.

The DVLA also says that its evidence suggests 90% of drivers not disqualified are due to 'judicial discretion'.



## 'Nero' exhaust RRP £ask

LeoVince has introduced its new 'Nero' exhaust system for the Honda Forza 125, which is available now through VE (UK).

Manufactured from stainless steel and finished with a black metallic ceramic paint, the exhaust combines style, finish, and performance in a perfect blend. Finishing touches include a laser etched logo and a full carbon fibre end cap. The system's design offers easy fitment and is supplied as a complete system with downpipe and all mounting hardware. Fully homologated for road use in standard form with a removable baffle for track day riding.

Info: [www.ve-uk.com](http://www.ve-uk.com)

## HJC RPHA 11 – The Win'R

RRP: From £299.99

HJC has launched a brand-new helmet, the RPHA 11. According to HJC, this is an aerodynamically superior helmet with excellent ventilation, high levels of comfort and outstanding safety features.

The helmet has been wind-tunnel tested for superior airflow characteristics. Reinforcement materials, including carbon and carbon-glass hybrid fabric, provide enhanced shock-resistant performance, more comfort, and lightness.



There are several vents providing cooling air throughout helmet interior. The new wider eye port provides better peripheral vision for riders. Simple and secure visor ratchet system provides ultra-quick, tool-less removal and installation.

Info: [www.oxprod.com](http://www.oxprod.com) /  
Tel. 01993 862300 / [info@oxprod.com](mailto:info@oxprod.com)



## Hammer jeans

RRP: £79.99

Richa Hammer jeans offer high levels of protection as well as looking like casual fashion jeans – the best of both worlds. Available in a range of colours and lengths, including: blue stone (short and long), dark blue (short and long) and black (short and long).

Info: [www.nevis.uk.com](http://www.nevis.uk.com)

## Vespa gel seat

RRP: £ask

The Vespa GT/GTS single gel seat replaces the stock item with a more sculpted rounded profile across the nose and a sloped rear for a sporty look and feel. The seat has an elongated rider seating area to increase riding positions and has a gel-based padding for increased comfort.

The edges of the seat have a tough wearing textured fabric finish to aid grip when leaning into corners. Finished in black with a contrasting grey stitching, the seat includes the hinge assembly, and an attached rain cover in the base.

Info: [www.ve-uk.com](http://www.ve-uk.com)

## Zero 2 OutDry gloves

RRP: £129.99

Knox Zero 2 OutDry gloves are made from leather with an OutDry waterproof membrane bonded directly to the inside. The gloves feature 115g Primaloft Gold insulation and a Bemberg polyester micro-fleece liner. There's also a TPR visor wipe on the left thumb, for clearer vision, and silicon prints on the end of the first two fingers, giving increased grip on wet levers.

Info: 01900 825825 // [www.planet-knox.com](http://www.planet-knox.com)



## 'Flip' exhaust RRP: £ask

The 'Flip' is Malossi's newest exhaust system for the small capacity scooter market and is available through VE (UK).

The exhaust combines race looks with road legality at a very affordable price point in today's market. Manufactured from a special sheet steel of 1.5mm thickness, the exhaust features silencing baffles, aluminium or steel mounting brackets with vibration reduction system, and is finished with a protective

clear coat lacquer. The anodised aluminium silencer bearing the Malossi name can be stripped for repacking when the need arises.

Available to fit over 25 models of popular 50cc automatic scooters from leading manufacturers including Aprilia, Gilera, MBK, Piaggio, and Yamaha.

Info: [www.onlineshop.malossiuk.com](http://www.onlineshop.malossiuk.com)



## New Neco website

Neco Scooters, distributed in the UK by Mooof, has launched a new English language website at [www.neco.be/en](http://www.neco.be/en)

The new site provides all the details and specs of the Neco range of 50cc and 125cc scooters, as well as details of the UK dealer network.

For further details email: [info@mooof.eu](mailto:info@mooof.eu)



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## Latest bikes and apparel on show

Mau and Mikko visited the Motorcycle Trade Expo to see what's coming up this season.



A road legal version of the Bultaco Brinco will be available in the summer

### RIEJU

Made in Spain and powered by Yamaha engines, Rieju bikes include a cool range of 50cc and 125cc bikes from motocross-inspired machines to scooters.

### MUTT & MASH

Retro bikes were represented by small-capacity vintage goodness in the form of Mutt and Mash motorcycles. Mutt's Desert Racer and Mongrel ooze custom cool, with a solid Suzuki 125cc at the heart of them. Mash on the other hand bases its range on 400cc engines and modern classic looks.

**H**ere at *T&G* we keep a close eye on the international and domestic bike shows so we know what's coming up. But away from all the hype, where you really get a good feel for what's going to appear in the local dealerships is the Motorcycle Trade Expo.

It's where the importers, manufacturers and dealers meet, and where we journos get a glimpse of things to come. This year's show was held on January 24-26 at Stoneleigh Park just south of

Coventry. The event covered most aspects of life on two wheels, from bikes to parts and clothes to sat navs.

An interesting feature of this year's expo was the amount of pedelecs (electrically assisted bicycles) – with new offerings from Raleigh, Benelli, Bultaco/Rieju and many others. Pedelecs seemed to be everywhere, so over the next few months *T&G* will have a closer look at that market and how they might work as a mode of commuting.

## New bikes



### PEUGEOT

In the more traditional corners of the market, our little eyes spied quite a number of interesting looking new scooters too. The expo was the setting for the first UK outing of the Peugeot Citystar 200i. The fuel-injected 200cc scooter only weighs 150kg and looks compact. We're looking forward to getting one for testing later on in the year. Peugeot also proudly displayed its 'Scooter Franchise of the Year' certificate from the 2016 Industry Awards. Very well done indeed!



The Brixton BX125

### BRIXTON

Flying the flag for the retro scene was the Brixton BX125, launched at the expo. The bike on show was still a prototype and a few details may change before it arrives in dealerships later in the year. But from what we saw at the show, it's safe to say that the bike looks good. This is definitely another one that we want to take for a test ride.

### SUZUKI

The Suzuki stand had an impressive fleet of bikes on show, including the Address 110, the Burgman 125, the VanVan 200 and the Inazuma 250 from its small bike range.





## Clothing, parts and more

**M**/C Expo had enough riding gear on display to make us a bit dizzy, so this is by no means a full account of all the funky apparel that we came across, merely a cross-section of the best bits.

### BULL-IT JEANS

Bull-it Jeans makes riding jeans with a difference. While many other jeans are lined with aramid fibres, Bull-it uses Covac yarn. According to Bull-it, this ensures minimal heat transfer in a crash and slide situation. We picked up a couple of samples from their new range, so reviews will be coming your way soon.



### WEISE

In another hall we spotted a nice pair of gloves from Weise that featured Outlast temperature regulating lining. The idea is that when your hands are warm the lining absorbs the heat and then when your hands get cooler the lining releases heat to regulate temperature. We can't vouch for it working in practice, but we like the logic behind it. The Outlast Diablo gloves retail at £99.



The prototype Sinnis RS125 – we hope to be testing this soon

### SINNIS

Sinnis Motorcycles boasts nine new models for 2016, including two that are still prototypes, but we have been promised a ride on them very soon. The bikes are called the Buccaneer and the RS125. The first one offers café retro style in the 250cc category, while the latter is a street fighter 125cc. Stay tuned for all the details soon!

### BUFFALO

Buffalo had come to the show with its new range that has been specifically designed to offer good quality that doesn't break the bank. The items on display ranged from leather trousers to textile jackets, but one particular item that caught our eye was the Ranger Youth children's jacket (£59.99) that features extendable arms to make sure that as the little pillion passenger grows, you don't have to rush to the shops for a new jacket every few months. There's also a matching pair of extendable trousers. Clever stuff.



### MOOOF

Mooof displayed an impressive range of Neco scooters, Bullit Hunt motorcycles and Beaufort e-bikes. Mooof is now to be considered a major player in the scooter game with 18 models in its range. We covered its brands in T&G a couple of issues ago and will be looking for rides on the new models as soon as they are available.

### TUCANO URBANO

The fashionable Italian clothing and accessory company Tucano Urbano was also present. It boasts an impressive range of products for scooter and bike riders. We have just been testing a couple of TU products, so if you're a fan of their stuff, check out the product reviews in this magazine.

### OXFORD PRODUCTS

If it's bike-related, the chances are that Oxford Products has it in its range. From clothing to luggage, cleaning products to locks and everything in between, the aftermarket company has it covered. The big stand that Oxford had at the show was like a biker's treasure trove.



# Bikes from the future

In addition to the new and upgraded bikes that the manufacturers have unveiled at the bike shows from Tokyo to Milan, they have also revealed their views on what the future of life on two wheels might look like.

The new concept bikes (some only sketches or computer drawings, others actual prototypes) range from Kawasaki's fire-

breathing supercharged bike of tomorrow to Peugeot's custom Le Dernity scooter. For good measure, there are also e-bikes and small-capacity motorcycles in the horizon.

Although some of these bikes will never make it to the production stages, some of them might, and at the very least they give us an indication of what the future might

hold. The manufacturers won't squander their research and development budgets on concepts that they don't believe in, so even if the bikes might take a different form by the time they are released, some of the technology and design is sure to see the light of day sooner or later. Here are our favourite concept bikes from the recent bike shows:

## HONDA'S CONCEPTS FOR URBAN ADVENTURE



### EV-CUB CONCEPT

This e-bike is a concept that might well see the light of day in one form or another. It follows the path of easy to live with scooters that Honda has been pursuing since the creation of the first-generation Super Cub. Placing the battery, a heavy component, at a low position in the middle of the body, allows easy mounting and dismounting. This concentration of mass and lowering of the centre of gravity should also make the bike easier to handle. The battery is detachable and rechargeable using a standard home wall socket.

### CITY ADVENTURE CONCEPT

This concept scooter from Honda is definitely one of a kind. According to Honda it offers a new interpretation of the idea of motorcycling adventure by bringing adventure to the heart of the city. You could be excused for thinking it looks like a scooter on stilts, but this bike could arrive at your local dealership in a year or two if it gets the green light for development.



## PEUGEOT GOES CUSTOM



### LE DERNY

Peugeot introduced two concept scooters at the EICMA show in Milan. The first one is called Le Dernity. It's effectively a customised Django, designed by the chaps from custom specialists Deus Ex Machina. According to Peugeot, Le Dernity is a unique prototype that pays homage to the style of the 1950s in the spirit of the great classical cyclists after the war.

### GENZE 2.0

The GenZe 2.0 electric scooter is equipped with a 1.6 kWh extractable Lithium-Ion battery. A full charge takes three and a half hours, and two hours is enough for a rapid 90% charge. Peugeot calls the GenZe 2.0 a zero-emission urban micro-vehicle with zero upkeep that provides an answer to all those who wish to travel faster, more simply and cleaner from point A to point B.







## KAWASAKI SOUL CHARGER

Kawasaki has been developing its supercharger technology for some time now, and the Soul Charger concept brings this technology to within a reach of mid-weight bikes. The concept illustration reveals a supercharged machine with a smaller capacity than Kawasaki's hyperbikes that are already supercharged.

Kawasaki hasn't confirmed any details about what size of engines it is considering for this concept, but it's keen to create scalable supercharging available for different capacity bikes.

Watch this space; in the not-so-distant future supercharging might become a reality for many road bikes, not just the beasts that roam the tracks.

## SUZUKI'S FUTURE IS BRIGHT

### HUSTLER SCOOT CONCEPT

Suzuki calls this 50cc Hustler scooter concept the fun kind of scooter that ought to exist. It has been designed to be easy to ride and to act as a versatile luggage carrier.

A conventional underseat luggage bay is complemented by a removable luggage case that mounts between the rider's feet. There's more room for luggage on the rear carrier and on the sides of the bodywork.

It certainly looks like a bright little thing, so we're curious to see if Suzuki will turn this into a production scooter.



### FEEL FREE GO! CONCEPT

Feel Free Go! Is a concept for a fun and easy to ride cross bike with a 50cc engine. It's Suzuki's vision of an engine-powered cross bike and features a twist shifter and a saddle-type seat to make the Feel Free Go! enjoyable to ride.

The Feel Free Go! name is rooted in a hope that people will jump on and ride, and it evokes Suzuki's first motorcycle, the Power Free.

## YAMAHA CONCEPTS FOR ROADS AND TRAILS



### RESONATOR 125

According to Yamaha the Resonator 125 is a concept of an authentic sport bike for young people who have not yet discovered the joys of motorcycling. This bike combines elements of the near future with nostalgic touches such as wood panels. The result is an air-cooled 125cc, single cylinder, four-stroke motorcycle that seeks to inspire young people.

It looks great and if Yamaha decided to turn the concept into reality we think it would sell quite nicely.

**"It looks great and if Yamaha decided to turn the concept into reality we think it would sell quite nicely"**

### PES2 / PED2

Yamaha's two EV (electric vehicle) motorcycle concepts, the Street Sport 'PES2' (below) and Dirt Sport 'PED2' share a new power unit (Yamaha Smart Power Module) with a monocoque structure that also functions as the frame.

The PES2 on-road sport model has an additional electric motor built into the hub of the front wheel to make it a 2WD motorcycle, and it is designed to pioneer new boundaries of performance.

In contrast, the PED2 designed for mountain trails and riding through the natural world.

Both models are equivalent in performance to 50-125cc mopeds and motorcycles and have DC brushless motors powered by detachable lithium-ion batteries.

These bikes have been a part of Yamaha's future plans for a good while but there is no indication of immediate plans for production.





## EDZ three-layer system

**RRP: base layer £50 /  
mid-layer £30 /  
innershell £50**

**Reviewer:** Mikko

EDZ is a Cumbria-based specialist clothing brand that has been in business since 1995. This three-layer system is its answer to the age-old question of how to stay warm on a bike when Mother Nature does her best to put a chill in your bones. The layers in the system are all very thin, but made from top-quality materials to keep you warm in the winter and cool in the summer.

The base layer is made from Merino wool, which is very fine-grade wool that feels soft and warm. Merino wool also has odour-resistant qualities, so it can be worn for a few days without a wash and it won't start smelling. Great for touring as you don't need new tops for each day!

For the cold days, the thin micro-fleece mid-layer adds warmth to the system. It's a nice and thin layer which fits nicely under the riding jacket without feeling bulky.

The third layer is a super-thin inner shell wind-stopper. It packs into a little pouch, which is no bigger than a satsuma and much lighter (about 90g). Just because of the thin and light nature of the product I wasn't expecting much from it, but wearing it in

the cold and wet I have been thoroughly impressed. It makes a real difference in stopping wind chill and helping you enjoy those cold rides a bit longer. Combining the three layers produces a great overall

performance that provides warmth and battles wind chill. These have become a part of my regular kit on the bike and help me keep warm even when the weather gets nasty.

The sizes available are XS-3XL. The base layer comes in black, graphite, green, red and purple, the mid-layer in black, red and blue, and finally the inner shell in black.

**Info:** [www.edzlayering.com](http://www.edzlayering.com)



## Knox Aegis back protector

**RRP: £59.99-£99.99 (depending on size)**

**Reviewer:** Mikko Nieminen

I've been using the Aegis back protector from Knox for the last few months, and in this time it has become a part of my standard riding kit. What I was most surprised about was how quickly I got used to wearing it. Looking at the size of the protector and feeling the weight of it, I was expecting to find it a bit restrictive on the bike, but this was not the case. The first ride with the protector felt a bit odd because of the added bulge on my back, but I quickly got used to it and didn't really feel that it impeded my riding in any way.

It's important to get the size right: too big and you feel like a teenage mutant ninja turtle, too small and you don't get enough protection. I got mine fitted by the Knox experts at Motorcycle Live to make sure it was just right.

The Aegis is Level 2 CE-certified to the new Motorcycle Back Protector Standard EN1621-2:2014. This is the highest standard currently available. Compared to in-jacket protectors (which are usually Level 1-certified) this is a serious piece of kit and certainly fills me with confidence in a way that a bit of foam on my back never would.

The protector features a multi-position waist strap system to give the best individual fit, and extra side adjustment straps provide a more secure fit against the spine. It's easy to use and once adjusted to the right length there is only one strap that needs adjusting



when you put the protector on. Quick-release soft shoulder straps can be crossed over for increased comfort, but I found that they worked fine without crossing them.

The Aegis has a flexible sliding spine protection system that moves freely over the shock-absorbing honeycomb structure, ensuring maximum coverage as the body moves. The air ventilation system based on open cell technology allows air flow to keep the rider cool.

I found the Aegis a little bit smaller and easier to get used to than some other back protectors I have tried. It feels very natural on the back and moves in a seamless way. To be honest I hardly notice I'm wearing it now.

If you are looking for a back protector, this is an excellent choice; it provides excellent protection, has plenty of adjusters to get the perfect fit, and feels comfortable on your back.

**Info:** [www.planet-knox.com](http://www.planet-knox.com)

## Linusculd leg cover

**RRP: £39.99 (incl VAT)**

**Reviewer:** Mau

The new Linusculd leg cover is designed to be quickly and easily fixed on the rider, rather than becoming a permanent fixture to your scooter. Most of the major makes of maxi scooters benefit from having tailor-made aprons, but this is where the Linusculd comes in, as it is aimed at those – like me – who ride other

styles of scooters where a permanent fitting is not possible, or an option. In use, the integrated side slits allow the freedom of movement for the rider to put his feet on the ground when the need arises.

Putting the Linusculd on to wear is a relatively easy task to perform by making use of its fitted neck strap and rear adjustable neoprene Velcro straps – no attachment to the scooter whatsoever (although that could easily be done if the user chooses to do so). And when not in use, the Linusculd can be stored as a small backpack style storage sack which has a mesh pocket built into the bib, which then turns it into a holdall-style backpack.

The Linusculd comprises of a three-layer construction (a waterproof fabric outer shell with taped seams, a (claimed) fully waterproof internal membrane, plus a synthetic fur thermal leg lining), which TU claims ensures thermal protection and maximum waterproofing. As a safety consideration, reflective edging is fitted to increase the rider's visibility on the road.

**Info:** [info@tucanourbano.co.uk](mailto:info@tucanourbano.co.uk)





## Panta Fast overtrousers

**RRP: £59.99 (incl VAT)**

Reviewer: Mau

Panta Fast overtrousers are part of Tucano Urbano's latest product range. They have a thermal lining and are claimed to be waterproof. TU had the urban commuter market in mind when it designed them – the idea being that they are quick and easy to slip on over your normal work/office attire to provide protection from the elements on the ride to work; once you've arrived at your destination, it's a quick and simple job to just slip them off and pack them away in their own supplied carry sack (although you might want to dry them off first if it's been raining); you could be ready for work in a few minutes.

Worn like an apron, the Panta Fast has a strap that goes behind the neck and two fastening points along the legs. Its bottom strip goes up through the back, and then the side Velcro tabs are fastened. Putting them on is relatively easy and it took me no time at all before donning my jacket ready for my journey. To remove it, simply pull the Velcro fasteners.



The overtrousers are constructed in what TU claims is a 100% waterproof polyester material featuring taped seams and a high water resistance. Velcro tabs are fitted on the side of each trouser leg to stop wind and rain entering from the bottom, as well as providing a fitted adjustment to prevent flapping at high speeds. The outer shell uses abrasion resistant material and high visibility

reflective inserts, and there are also internal pockets for knee protectors should you wish to purchase them.

There are two pockets built into the bib – one for storing items, and another one that turns into a space-saving backpack style storage sack with mesh to facilitate its drying. Size availability is SM / L-XL / XXL-3XL.

Info: [info@tucanourbano.co.uk](mailto:info@tucanourbano.co.uk)

## Carter leather jacket

**RRP: £369.99**

Reviewer: Mikko

I love retro leather jackets and the Carter from Bering is a particularly good-looking sample of retro-cool. The design is simple but effective: no stripes or big logos, just a classy 70s style cut, high-quality materials and features that make a difference.

The Carter may be a retro leather jacket, but there's nothing retro about the level of protection that this jacket provides: it's CE-approved throughout, not just the armour. It's great to know that under its cool, casual look, the Carter hides a lot of protection.

The jacket is made of 1.5mm-thick brown leather, decorated with top-stitching. The feel of the leather is surprisingly soft, considering it's that thick, and that also makes it more comfortable to wear. The shoulders, elbows and back are all protected with CE-approved armour. To help with the perfect fit the elbow protectors are height adjustable. The back protector feels nice and thick and fits in its pocket well so it doesn't move around too much. On the inside, the jacket has a fixed mesh lining. There's also a long back zip and loops for attaching the jacket to a pair of trousers.

Vintage jackets tend to be ones that you only wear on nice warm days, but the Carter features a removable thermo-alu lining, helping to make the jacket suitable for riding in varied conditions. The jacket also features pockets for optional heating elements for added warmth if you really want to push the limits of riding in the cold.

There are four outside pockets (all zipped) and an inside pocket for your mobile phone and wallet. None of the pockets are massive, but this is not a touring jacket and the space is perfectly adequate for the essentials that I carry around with me.



Another indication of the high quality of this jacket is the zips that are all by YKK and work like a dream. They don't catch on the leather and make life easy with the jacket. The jacket is available in sizes M-4XL.

There's a lot to like about this jacket: Get Carter!

Info: [www.tranam.co.uk](http://www.tranam.co.uk)

## Ultimate Ear custom earplugs

**RRP: £65 (plus p&p)**

Reviewer: Mikko Nieminen



I had been meaning to get custom earplugs made for years, but never quite got round to it. Something always got in the way. Then last year at Motorcycle Live I bumped into the guys from Ultimate Ear and had a chance to get the impressions done there and then. It was never going to get any simpler than that so I jumped at the chance.

The impressions are created by inserting a little foam stopper into your ear, followed by a good squeeze of silicone to fill the cavity. Once it sets, the impressions are removed and sent to the lab where the earplugs are made. After a few weeks (or sooner if you pay extra) the earplugs arrive in the post in a small carry case with cleaning instructions, a little tube of cream designed to help the plugs slip in the ears easier, and the original impressions in case you want to get more plugs made based on the same mould.

The ear defenders are made from soft 'squidgy' medical grade silicone. They provide roughly the same level of protection against noise as regular foam plugs (claimed 30dB), but the real edge they have over the disposable products is that they are moulded to the exact shape of your ears, so the seal should be perfect throughout your ride. And, of course, they will last for years, so there's no need to keep buying new plugs all the time.

Although the plugs come with fitting instructions, the first time I tried them it took me quite a while to get them perfectly in place, but once they were in they felt great: the seal was perfect and didn't break even when I moved my head around.

On the bike the plugs don't really feel much different to a pair of disposable foam earplugs, but they stay in place better. The carry case that the plugs come in is handy for storing the plugs in while off the bike, so they don't get lost. They are pricey so I don't want to replace them too soon.

The plugs need a quick clean with a damp cloth after each time they've been worn, but this only takes a minute. Overall I'm really impressed with the earplugs. As you'd expect from a custom product, the fit is perfect and I can concentrate on riding the bike, without worrying about the earplugs. In my opinion, these are well worth the investment.

Info: [www.ultimateear.com](http://www.ultimateear.com)

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# PRODUCT REVIEWS

## Spidi X-Tour jacket

**RRP: £379.99**

**Reviewer:** Mikko

For winter use, I want a jacket that is both waterproof and warm. The X-Tour jacket from Spidi achieves this through its water and windproof H2out membrane. For added warmth, the jacket has a removable internal thermal lining.

On the bike the jacket feels very comfortable. There are two Velcro adjusters on the sleeves, which help get the fit perfect (disappointingly, my arms aren't big enough to fill most sleeves). There's also a Velcro adjuster to pull the waist in if you haven't been home at dinner time (even more disappointingly, I rarely need to tighten these).

There are EN1621-1 certified Forceteck protectors on shoulders and elbows, which feel substantial and protective in all the right places. The jacket is also ready to take a back and chest protector but these are sold separately. I opted for a Compact Warrior back protector (RRP: £44.99) that attaches

to the mesh lining with Velcro. It's okay, but moves around a bit too much for my liking and doesn't really fill me with confidence. Instead, I have been using a separate wearable back protector with this jacket, which makes me feel much more protected.

There are four outside pockets, two of them waterproof, and two waterproof inner pockets. The pockets are all easy to get to and all the zips are easy to operate even with gloves on, which is a good job as you have a total of three main zips to do up (with the thermal lining included) when you put the jacket on or take it off. There are also zips at the cuffs to help get gloves under the jacket.

Overall, this is a very nice piece of kit. The fit is comfortable and the materials are good quality stuff. The jacket keeps cold and rain at bay and it can be transformed into a summer jacket too. The zips work well and once you have upgraded back protection, it's a great jacket.

**Info:** [www.spidi.com](http://www.spidi.com)



## Spidi H2OUT Thunder WP trousers

**RRP: £179.99**

**Reviewer:** Mikko

These Spidi Thunder trousers were a bit of a surprise: they are quite thin, with no thermal lining, but I have been perfectly warm wearing them through the winter. Admittedly, it has been a warm winter, but I was expecting to have to wait until spring to get these on. I guess impatience pays as now I know I can wear them all year.

These are classed as waterproof sport-touring trousers by Spidi. The sportiness comes from the fairly slimline and no-nonsense approach. The touring classification refers to the level of comfort that the trousers offer, with nothing pulling, pushing or riding up where it shouldn't go. And waterproofness, well, a bit of a no-brainer, there's a thin removable H2out waterproof-layer that covers that base.

The outer fabric is made from double layer Tenax Polyamide, which is light and soft, and allows good movement on and off the bike. There are waist adjusters, which I tightened a bit to make sure the trousers stay securely in place.

Making sure that the most vulnerable areas are protected, Spidi has added CE approved Forceteck protectors on the hips and knees. These are soft to the touch and help make these a very comfortable pair of trousers.

There are not many features, but the ones that are there do their job brilliantly. The zips, Velcro adjusters and buttons all work well. The removable waterproof lining doesn't get in the way, even with boots as is the case with some trousers.

The trousers are also very comfortable off the bike (not that I'm suggesting wearing them for dog walking, but you could). They don't have the bulkiness of many biking trousers and they are very light (only 1.4kg according to my scales).

**Info:** [www.spidi.com](http://www.spidi.com)



## Oxford XW1 waist bag

**RRP: £14.99**

**Reviewer:** Mau

If you want something that's small, compact and not too obtrusive to carry a few nick-nacks in while you're out riding, then this Oxford XW1 waist bag might be what you're looking for. It simply fits around your waist and is secured by a clip-in buckle attached to an adjustable waist strap; a padded back section is fitted to give additional comfort. The waist bag is black, but this is supplemented with reflective logos and piping to make you more visible in the dark.

The bag has a one litre carrying capacity, divided up into two pockets. The smaller one is good for small items like keys, or change for tolls and car parks, etc. while the main pocket gives the flexibility of being able to store larger items, like a pair of visors, a mobile phone or – in my case – a camera. For someone like me the XW1 waist bag comes in pretty handy – especially if I'm out on a test ride or photoshoot; it has an endless multiple choice of uses without being too bulky.

**Info:** [www.oxfordproducts.com](http://www.oxfordproducts.com)



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## Furygan Akira leather jacket

**RRP: £389.99**

**Reviewer:** Mikko

If you like sporty leather jackets, the Akira from Furygan is well worth a closer look. It's a road riding jacket that takes inspiration from the track, with the distinctive Furygan look and large logos bearing the manufacturer's name on the chest, back and arms.

The cut is modern, sporty and stylish. As with all leather jackets, it's a bit stiff, especially on the first few rides, but that's just leather jackets for you.

There are four pockets (two inside and two outside), with enough room for a phone, wallet and a few other bits. The jacket also has a removable thermal padded lining with aluminium inserts on the chest (think space blanket, not kitchen sink kind of aluminium), for protection against cold. I have used the jacket in warm and cold weather and the only area that lets the cold in is the big collar, but that's easily fixed with a buff.

For warmer rides, there are vents with water repellent zips on the chest and the back. These are handy as the jacket can get hot in sunshine.

The real selling point for this jacket (in addition to the looks, I suppose) is the level of protection that it offers by combining the natural toughness of leather with added safety features. The main external material leather areas exposed to abrasion in a crash situation are reinforced with triple stitching to avoid tearing, and there are external protection shells on the shoulders and elbows. In addition, Furygan's Skin Protect lining is designed to reinforce the products in terms of tearing and abrasion resistance.

And to top it all up, there are CE approved D30 protectors for elbows, shoulders and back, which offer full protection without restricting comfort and freedom of movement. The jacket comes with a CE level 1 'Central Back' type back protector as standard, but the back protector pocket is compatible with the 'Full Back' type CE level 2 D30 back protector, available as an added option.

This is a great looking jacket with some impressive safety features. It's not cheap, but it's top quality.

**Info:** [www.furygan.com](http://www.furygan.com)

## Furygan neck and plastron 2W

**RRP: £14.99**

**Reviewer:** Mikko

This neck warmer is part of Furygan's 2W range of thermal undergarments, designed to keep you warm on those cold days. It's windproof and covers your neck and the top of your chest without being bulky, so it fits nicely under your normal riding gear.

I think the idea is to pull it up to your nose so it covers your chin and mouth (there's a bit of mesh at the top so it doesn't affect your breathing), but I have never suffered from a cold nose on the bike, so I found it more comfortable to only pull it up to my chin.

I was surprised how well it stopped wind compared to regular neck scarves, despite being light and thin. The item comes with a pouch to store it in and it takes very little space so if I'm not wearing it I pack it away with me whenever I'm on a bike. It's certainly worth a try for all-year riders.

**Info:** [www.furygan.com](http://www.furygan.com)



## Furygan Jean 01

**RRP: £119.99**

**Reviewer:** Mikko

These straight cut jeans from Furygan have the real denim look, but under the surface there's clever stuff like Kevlar lining and D30 knee protectors.

What I like about these jeans is that just looking at them you could be excused for thinking that these are just a regular pair of fashionable denim jeans. There are no visible pockets for knee protectors, for example.

The main external material is cotton to give you the old-school denim jean look and feel. To add strength, there is Kevlar lining on the bum, hips, front of the thighs and knees. Areas likely to be exposed to abrasion in a potential crash situation are reinforced with triple or quadruple stitching to avoid tearing. Ideally, I would have liked to see the Kevlar lining cover the entire garment, but the most vulnerable areas have been covered.

On closer inspection, what gives away the true nature of these jeans is the adjustable D30 protectors that you can notice bulging slightly on the knees. The protectors can be moved up or down with Velcro adjusters to get them in the right place.

D30 protection is brilliant: it's flexible and ergonomic because D30 materials are soft and foamy in a relaxed state, but on sudden impact they become hard to absorb and disperse energy, before instantly returning to their flexible state. Don't ask me how it really works on molecular level, it just does.

I've worn the jeans even when I haven't been anywhere near my bike – just to go to town. I just take the knee protectors out and hey presto; they are a pair of normal jeans.

Overall, a very pleasant pair of jeans that works nicely both on and off the bike.

**Info:** [www.furygan.com](http://www.furygan.com)





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*Mau*

Mau Spencer, editor



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# READERS' LETTERS

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(Normal competition rules apply – see [www.twistngo.com](http://www.twistngo.com) for information)

### Cutting riding costs

STAR LETTER

Much has been written about waterproof gloves and most cost quite a lot of money. Seven years ago I bought a pair from Lidl's for £12. They were so good that I went and got a second pair as spares. The second pair are still unworn, as the first pair, seven years on, are still 100% waterproof and keep the fingers nice and warm.

You have to watch for when they are on sale as it is a case of when it's gone

it's gone. Great value. For your feet; put a hole-free plastic bag over your foot before putting on a boot. Cost, nothing. As I ride an MZ I know about cheap!

**Barrie W Farnell**

*For your cost-cutting ideas Barrie, we are making your correspondence our 'Star Letter' for this issue. Your prize is on the way to you.*

### X-City self service

Hi Mau,

Does Haynes publish a workshop manual for the Yamaha X-City 250?

**Paul Keir**

Hi Paul,

*If you want any information on Haynes service manuals, go to <https://haynes.co.uk> and type in the bike you are looking for – but I'm afraid the answer this time around is that no they don't publish one for the X-City as yet.*

**Mau**

### The Government treats riders badly

I'm a business owner and employer who is extremely disappointed in the lack of understanding by HM Government and its ministers (not just current ones) when it comes to motorcycling.

It's part of my business, so I have a financial industry interest; but honesty, equality and fairness is more important to me. Motorcycling is not the answer to all transport-related problems. Yes if half of all single occupancy cars were replaced with motorcycles, there would be more parking, less congestion, etc. But you'll not legislate out single occupancy cars in cities through the fear of losing the public's support.

Those choosing to ride a motorcycle are being discriminated against to such a degree like no other area of our society. Let me give examples of our Government's discrimination.

**1:** In some European countries, people can ride mopeds and motorcycles at a younger age than in the UK. I thought we were in a Union with fairness and equality?

**2:** To get a full unlimited motorcycle licence you have to pass up to four on-road tests, plus a CBT, theory and module one off-road. The earliest the final test can be done is when the rider is 21 (24 if he/she goes direct access). It's suggested this is for rider safety. How, when a large proportion of motorcycle accidents are caused by cyclists, pedestrians and other road users?

**3:** Can it be fair when a 17-year-old passes his/her car test in a Fiat 500; then next day, without further tuition, drives a massive 4x4 or a sports car?

**4:** At 18, you can get a pilot's licence, do 150 hours-or-so on a multi-prop aircraft, then get a jet pilot's licence – on a motorcycle you'd be restricted to a 124cc bike.

**5:** What about the ultimate civil servants' excuse: "I don't understand motorcycles"? A full-licence car driver who has never ridden a motorcycle, never taken a CBT, never had any training, can legally jump on a 250cc to 500cc Piaggio LT model MP3; they don't have to wear a crash

helmet, use a seat belt, can use motorways and can ride with a passenger, all with no training or experience...

I agree with safety, but in equal fairness, stages should be done in cars as well as motorcycles; age restrictions should be removed from the motorcycle licensing once the person has reached 17 because ability is more important. My son's been riding since he was five; his age has nothing to do with his abilities. A 45-year-old new rider can do a CBT, Mod 1 and Mod 2, then ride a 2300cc motorcycle rocket ship after a three/four day intensive course. No way will he have the experience, road sense and safety/self-preservation of my 17-year-old.

**Andrew Stoker**

*\*We've had to edit the wording of Andrew's letter slightly. Since January 19, 2013, you cannot ride a three-wheeler without taking a separate motorcycle test (which would necessitate the appropriate training). Feel free to make comments.*



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Nicolas Cret unveils the new Michelin scooter tyres in Paris.



# New rubber from MICHELIN

Michelin launched two new tyre ranges for 2016 at the Salon de la Moto exhibition in Paris. Mikko travelled across the channel to witness the launch and talk to the experts about the new offerings from the French tyre giant.

**H**orns are beeping, the dented cars look like battering rams and traffic signs seem to be there just to be ignored. In between the (mostly stationary) cars, hundreds of scooters are zipping in and out of traffic at impressive speeds.

To an outside observer this looks more than a little frightening, but to Parisian commuters this is just another day on the busy streets of the city.

In the middle of all this apparent traffic chaos, while many of the British motorcycle and scooter enthusiasts headed to the NEC for Motorcycle Live, Paris played host to Salon de la Moto, a motorcycle, scooter and accessories exhibition, where Michelin launched two

new tyre ranges for 2016: the Michelin Pilot Power 3 Scooter and Michelin Pilot Road 4 Scooter.

The market share of radial scooter tyres in Europe has grown 10% since 2007, so it's no wonder that the French tyre giant wants a bigger piece of the action.

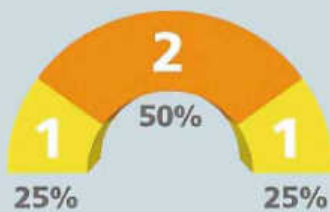
The new 15in tyres launched in Paris are intended for maxi scooters of 400cc and upwards, originally fitted with radial tyres. Michelin's development team must have had the likes of Yamaha Tmax in their sights when they worked on these tyres.

Although specifically designed for scooters, according to Michelin the new tyres are derived directly from the company's Pilot Road 4 and Power 3 motorcycle ranges, featuring technologies never



**2CT**  
TWO COMPOUND TECHNOLOGY

**FRONT**



**REAR**



**COMPOUNDS**



Both ranges benefit from Michelin's 2CT dual-compound technology, originally developed with MotoGP in mind, which combines soft rubber compounds for the shoulders with a more resistant compound for the central part of the tread in order to maximise both durability and grip.



The Pilot Power 3 Scooter tyres are the sportier version of the two ranges, designed to ensure grip and manoeuvrability for a more aggressive riding style. The tread pattern has been optimised for acceleration and braking, rather than the wet-weather performance that the Pilot Road 4 Scooter tyres have, which makes these more of a dry weather tyre.



The Pilot Road 4 Scooter tyres are designed to provide outstanding grip, particularly in rain. To make this happen they feature Michelin's X-Sipe technology. The idea is to use sipes and reservoirs to break up the film of surface water and improve the tyre's water clearing capacity. This will result in better grip on wet surfaces.

previously seen in the radial scooter tyre market. The new tyres have been in development for three years, so the company has clearly put some muscle behind this exercise.

Michelin claims that the new tyres are 10% more durable and enable shorter braking distances compared to its previous generation of tyres. The main difference between the ranges is that the Pilot Road 4 Scooter tyres have been designed to achieve grip levels on wet surfaces that are virtually the same as those experienced on dry roads, while the Pilot Power 3 Scooter tyres are intended for scooter users accustomed to a sportier riding style and offer excellent manoeuvrability and grip on dry surfaces.

## FIVE MINUTES WITH NICOLAS CRET, THE REAL MICHELIN MAN

Tyres have improved in leaps and bounds in recent years. *T&G* spoke to Nicolas Cret, pictured right, technical lead on radial scooter tyres at Michelin, to find out what goes on behind closed doors when they develop new rubber for our pleasure.



### How do you design new tyres?

The first thing to consider is what our customers want and aim to deliver that. We then look at the technical specification of the type of bike that we are developing the tyres for: how much it weighs, how fast it goes and how much stress the tyres will have to be able to handle. We rarely start from scratch; usually we take an existing tyre and see how we can develop it to meet the needs of the bike and the customers.

### What are the key components of tyres?

A good solid internal structure for the tyre is paramount. The tyre has to withstand a lot of stress so carcass ply has to be strong without becoming too heavy. Then we look at the compound: the approach that Michelin uses is 2CT dual-compound technology, which uses a harder compound for durability in the centre and a softer one for the sides.

### How do you keep making tyres better?

There are rarely huge leaps in development; normally you make small gains with each new compound and tyre that you develop. With our latest scooter tyres, Pilot Road 4 Scooter and Pilot Power 3 Scooter, we were so pleased with the compound we developed that we decided to split the offer by creating two different tread patterns, one for sporty riding in more dry conditions and one for all-weather riding.

### How important is the tread pattern?

If you look at the new Pilot Road 4 Scooter front tyres for example you see that the sipes have been cut in a very specific way. This is to reduce what we call abnormal wear and ensure that the tyres offer best possible performance and stability, and that they wear evenly. This may not seem like much when you look at a finished product but it takes a lot of work and innovation to get it absolutely right.

### What was the biggest challenge with the new tyres?

The main challenge was to combine good wet-grip and durability. It may sound simple but these are two contradictory qualities in a compound, so you have to work on the compound and tread pattern very hard to achieve both. You could put more compound on tyres to increase the wear but that would have a huge impact on handling, so you have to work on the formulation of the compound and tread pattern to achieve this. We've tested many different compounds for these new tyres to get everything right.



# BIKE TYRES

People get excited about bikes, but few are passionate about tyres. That's just how it goes; it's difficult to get dreamy-eyed about a pair of black rubber rings. But cleverly engineered rubber is the only thing keeping you shiny side up as you go round a bend, at speed, in the wet, on varying road surfaces. So it pays to know which tyres to choose and how to look after them.

**T**he way that tyres work doesn't really matter so much as long as they do their job, but knowing the basics will help you choose the right tyres for your riding needs and to look after them. It will also make them work better for you, and your tyres will last longer if you look after them properly.

The good news is that the basics are simple: a good tyre needs a strong and light structure; it must have good compound to offer durability and grip. In most cases (track slicks excluded) it needs a good tread pattern to move surface water away from the contact spot and avoid aquaplaning. And that's about it really. The tricky bit is to decide exactly which tyre combines all these qualities in an optimum

way to offer you the best performance for your riding style and the terrain you'll cover.

If you are happy with your current tyres, a safe choice is to replace them with exactly the same make and model. That way you know exactly what you're getting. However, as tyre manufacturers improve their products, there may be more advanced options available, often offering similar but improved performance, grip, wear and handling properties. Just make sure that the new tyres still have the same dimensions and other qualities as the old tyre, as even a small difference may have a massive impact on how the bike handles.

## 1 : Choosing your tyres

All tyres are designed with a specific riding style and environment in mind. Be honest with yourself when you choose your tyres: if you do most of your riding in the city you don't need knobbly adventure tyres. Mind you, you don't need a Range Rover either, but surprisingly many people seem to be using this civilian equivalent of a tank in cities.



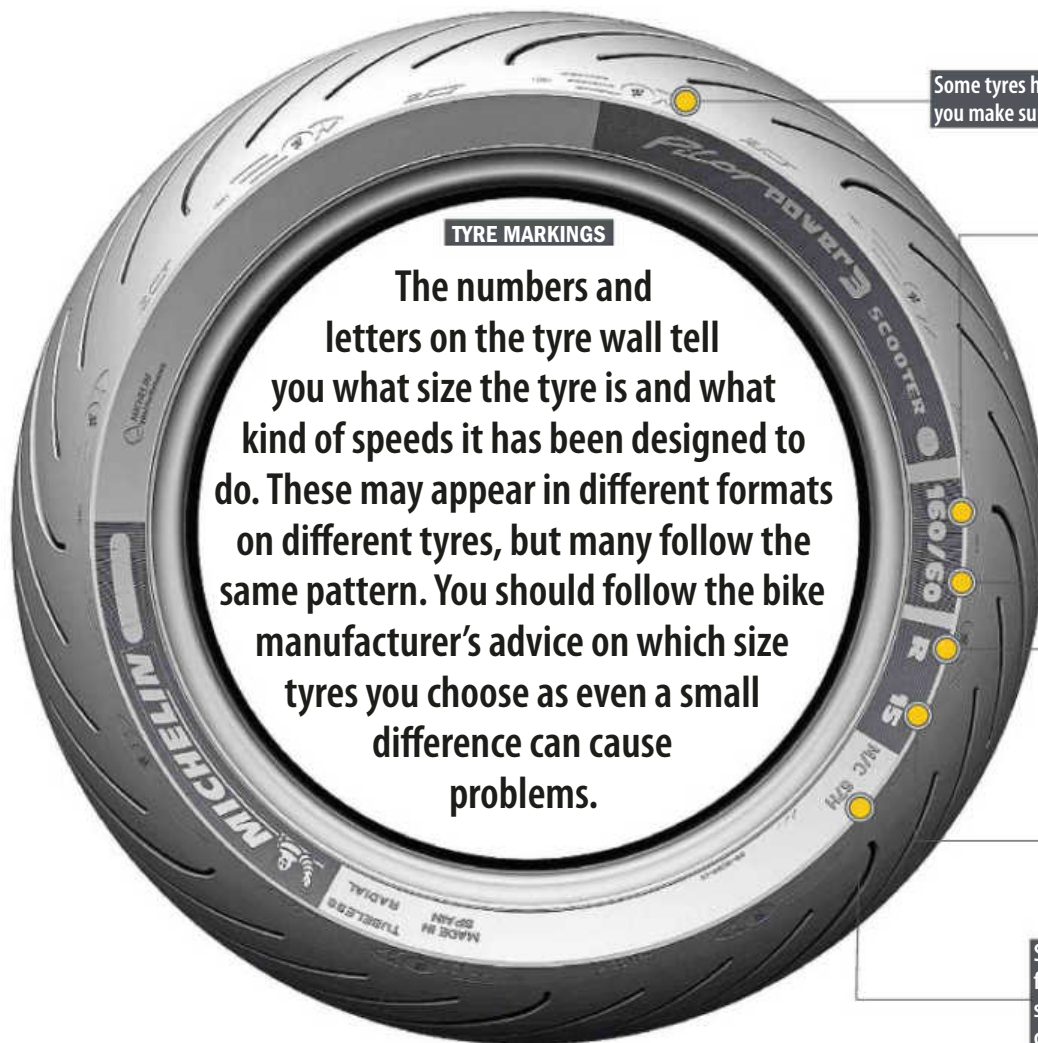
### TYPES OF TYRES

The first question here is what kind of tyres do you want? Roughly speaking, you can divide motorcycle tyres into three categories: road, off-road and track. Depending on where you plan to use your tyres you have plenty of choice. For road use, for example, you can choose tyres that are good for faster speeds and a sportier riding style, ones that have been designed for varied conditions (usually meaning wet), or a set that fits the retro style of your bike. It's worth noting that not all tyres are road-legal, so if you plan on using your bike on track and road be sure to check that you're okay to ride on both.









#### TYRE MARKINGS

The numbers and letters on the tyre wall tell you what size the tyre is and what kind of speeds it has been designed to do. These may appear in different formats on different tyres, but many follow the same pattern. You should follow the bike manufacturer's advice on which size tyres you choose as even a small difference can cause problems.

Some tyres have rotational direction indicators to help you make sure that your tyres aren't mounted backwards.

The first number is the tyre width in millimetres.

The second number is the tyre aspect ratio, i.e. the height as a percentage of the width.

The letter indicates this is a radial tyre (marked 'R'). A cross-ply construction tyre would have a hyphen instead of the 'R'.

The last number is the size (in inches) of the wheel that the tyre fits.

Some tyres also have numbers and letters following the wheel size. These relate to the speed and weight that the tyre is capable of handling.

## 2 : Fitting your tyres

With fitting, you have two options: You can either purchase and fit the tyres yourself or get your local garage to source and/or fit the tyres for you. It's worth checking a few places so you know the best prices for both the tyres and the fitting service that you need, as these may vary from place to place.

If you don't want to fit your tyres yourself and don't know a reputable fitter in your local area it's worth asking your mates if they can recommend a garage that does a good job. You want to deal with someone who you can trust.

You should always change your tyres as a set, rather than just the front or rear on its own, as having one new and one worn tyre can have an adverse impact on handling.



#### FIT THE TYRES YOURSELF

Fitting tyres is not complicated but you do need specialist tools to do the job. If you think you have the inclination to do the job yourself it's a good idea to work out how much the tools will cost and how many sets of tyres you can get fitted at the local garage for that amount of money. That way you can see at which point you'll start to make a saving.

The exact tools you need depend on the bike that you are fitting tyres for, but at the very least you will need a torque wrench, a set of tyre levers, a tyre valve key and a balancing kit.

If you're unsure about how to mount tyres on your bike, the owner's handbook or a relevant Haynes manual will give you all the details of the tools and processes you need and YouTube has a whole load of tutorial videos to talk you through the process.

#### LET THE PROFESSIONALS FIT THEM FOR YOU

You can get tyres fitted at most bike shops and garages that service bikes. In most cases this is a very straightforward operation and it doesn't take too much time or money, but some bike manufacturers make removing tyres more difficult than others, so it's worth checking with your local garage if they can fit your tyres for you.



There are also 'mobile' tyre fitters that can come and fit the tyres at your house, which takes a fair bit of the hassle out of the whole thing. Any professional that fits tyres should also balance the tyres as part of the service but it's always best to check that everything you need is included.



### 3 : Looking after your tyres

Overall, tyres don't really need very much attention once they're fitted. The main things to keep your eye on are tyre pressure, wear and any signs of damage. If all that is fine you can usually get a long and loyal service from a modern pair of motorcycle tyres.

#### TYRE PRESSURE

Motorcycle and scooter tyres don't generally keep the pressure as well as car tyres, so it's best to check the tyre pressure regularly (this varies depending on tyres, but you'll quickly learn how often your tyres need air if you check them regularly). Bikes are also more affected by wrong tyre pressure than cars: If the tyre pressure is too high or too low, the bike's handling will be affected (you may even feel the difference) and your tyres may wear out more quickly.

You can buy a simple pressure gauge for a few pounds and it's worth the investment to know that your tyre pressure is correct. There are also more expensive digital options available.

The correct tyre pressures for your bike are usually shown on a sticker on the swingarm of the bike. If the sticker has been removed, consult the manufacturer or your local garage.



#### REPAIRING PUNCTURES

Depending on the placement and severity of the puncture, it may be possible to repair the tyre rather than replace it. This is particularly handy for example if you get a puncture on a new tyre that is otherwise perfectly fine.

Generally speaking, punctures in the middle of the tyre are easier to repair, while punctures on the sides tend to be more problematic. It also depends on how neat the puncture is: because the repair method is basically to plug the hole, a plain round puncture from, say, a nail in the middle of the tyre is not too bad, but a longer slit is much more difficult to fix.

Tyre repair kits are available if you fancy fixing your tyres yourself, or you can leave it to your local garage who will also be able to advise whether a repair or a new tyre is a better option.



#### TYRE WEAR

The minimum tyre tread depth for road-legal tyres on motorised two-wheelers is 1mm. It's worth checking your tyres regularly for wear as you might end up with a fine if you are stopped with less than 1mm of tread depth in your tyres.

You should also check for any cracks or bulges on the tyres, as these may be an indication that the tyres are about to give up on you. It will only take a couple of minutes before setting off to inspect your tyres for any potential problems – and it might just save your bacon if you spot a problem.

Good tread depth is particularly vital in wet weather: tyres designed for wet conditions have more grooves and sipes, which help break the film of surface water and give better grip. If the tyres are so worn that these grooves are below the 1mm threshold, the chance of skidding (especially on wet surfaces) increases.



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# Scooter Accident Essentials

Advertisement

## THE SEVEN THINGS YOU MUST KNOW ABOUT SCOOTER ACCIDENTS...

**T**he rules on making an injury claim changed on 1st April 2013 but there are still insurers and claims companies ripping off innocent accident victims. As a scooter accident solicitor for 25 years here is my essential scooter accident survival guide you cannot live without should the worst happen.

1

### **Do not ring your insurer....first!**

Insurers only owe a duty to their shareholders to make profit. They know all about accident claims and will spot any opportunity to make money out of your case and this may be against your interests. Get even by calling an expert accident lawyer first for advice.

2

### **Never ring a claims company!**

Claims companies only make money by either illegally selling your details to a solicitor or by taking money from your case. They cannot take your case to court as only a solicitor or legal practice can do that. If you call a claims company you are just giving away your money from your case for nothing.

3

### **No win no fee is good for you**

Despite the press saying differently no win no fee means you will not face a legal bill if you lose and if you win you will only have to contribute up to 25% of your winnings towards your costs. This is a great system as your lawyer and not you is taking all the financial risk.

4

### **Do not feel bad about claiming**

Insurance companies skillfully put out stories of fraudulent cases to make everyone feel bad about claiming. They do this to reduce the amount of claims and make more money for their shareholders. Don't be duped. If you have been injured it is your right to be compensated.

5

### **Pick your own solicitor.**

Insurers insist upon you using their "panel" of solicitors. Why? Well most have a financial arrangement with them and chose them not because they are good but because they pay. They cannot insist on you using them so don't let it happen. Get your own lawyer who only has a duty to you not shareholders.

6

### **Think it's your fault...think again.**

I have lost count of scooterists who have not claimed because they assume the accident was their fault as they were filtering, overtaking or riding in a group. Always check it out by getting advice from an expert. A call to me costs nothing and I am happy to talk it through even if it is just to put your mind at rest. Call me before giving up.

7

### **The three year rule.**

When injured you must normally issue court proceedings within 3 years from the date of your accident or before your 21st Birthday if you had the accident when under 18. There are limited ways around this but it is always best to act quickly especially because if the police attended their vital report will be destroyed after 12 months. Act now!

### **What now?**

If you, a mate or relative has been injured in an accident call me for free initial advice before you do anything else.

I guarantee to give you straight advice and do all I can to help you avoid falling into the wrong hands.



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Choosing your own solicitor after an accident can make all the difference to the success of any subsequent claim





# FIRST RIDE

## WE SAY:

The Assault is no more rugged than the average 125, but it has a certain style and is offered at a good price.



LICENCE  
REQUIREMENTS  
**A1**

## SPEC:

### ENGINE

Air-cooled single-cylinder  
125cc

### POWER

10.4bhp @ 9000rpm

### BRAKES

Front: disc  
Rear: drum

### TYRES

Front: 3.00-17  
Rear: 110/90-17

### SUSPENSION

Front: telescopic forks,  
non-adj  
Rear: twin shocks,  
pre-load adj

### WEIGHT

117kg (dry)

### SEAT HEIGHT

780mm

### TANK CAPACITY

14.5 litres

### COLOURS

Black, blue

### CONTACT

[www.lexmoto.co.uk](http://www.lexmoto.co.uk)

**PRICE**

**£1100**

# Lexmoto Assault 125

Trail bike, or simply a commuter with knobbly tyres?



rail bikes used to take a small but significant slice of the UK bike market, but apart from Honda's

CRF 230 they seem to have faded away. Now, the choice seems to be between hard-edged enduro bikes and the ersatz dirt style of adventure tourers or street scramblers. The Lexmoto Assault is firmly on the style side of that equation.

## STYLING

The Assault might have a suggestion of off-road ruggedness, but actual changes are few – chunky dual-purpose CST tyres set it off, with a fatter 3.00-17 front to give it a bit more heft. And you can't miss the high mounted front mudguard. It's not a new idea, but the Assault does look different to other commuters.

## EQUIPMENT

What you don't get is any extra rugged equipment like long travel

suspension, a bashplate and super-strong crash bars, all of which would make the Assault more suited to the potholed urban jungle – it's a purely cosmetic job. The running gear is what you'd expect of a budget commuter, though the ohc engine with balance shaft is a nice touch.

## ON THE ROAD

The Assault fires-up on its manual choke, but if you particularly want a carburettor 125, you'll need to act fast-ish. Next year (probably summer) all 125s will adopt fuel injection to cope with emissions legislation. And they'll all have linked brakes, so if you want an archetypal simple commuter, buy one now.

The Assault is a pretty good note for simple 125s to go out on. The carb motor has a quiet idle, but actually goes well, winding-up to its 10,000rpm redline with no signs of distress, apart from some tingling through the seat and footrests. So it doesn't have any problem keeping up with urban traffic (once out of

the low first gear) and on main roads will cruise at an indicated 60-65mph (probably 55-60mph true, but still good for a 125). For once, the rev counter on a 125 is of more than academic interest.

You sit in a comfy upright position, with raised tubular steel bars which make the bike light to steer. Despite the semi-knobbly rubber and wider front tyre, the Assault handles pretty well, within the limitations of the standard 125 twin-shock chassis, and it feels stable at speed.

The front disc brake works well enough, but the rear drum is weak (incidentally, linked brakes will probably mean an end to drums as well).

There's plenty of room for two and the Assault has nice chunky footrests that do the job. No underseat space or clock, and the steering lock is on the headstock (not as convenient as an ignition lock), but you do get decent quality switchgear and the whole thing seems well put together.

**Words/images: Pete Henshaw**



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**LAUNCH  
RIDE**



# Kawasaki J125

LICENCE  
REQUIREMENTS  
**A1**

Brand-new for 2016, Kawasaki has launched the J125, an A1 licence-friendly 125cc scooter with the sporty looks of a city sprinter and the roomy comfort of a maxi-scooter.



his is not just another model to add depth to the bike giant's line-up; it's a direct challenge for the top spot in the high-end 125cc scooter market – Honda Forza and Yamaha Xmax better watch out, there's a new kid in town!

The new scooter is effectively a 125cc version of the popular J300 maxi scooter that the company launched two years ago, and benefits from the design and technology of its big brother. But while it maintains the large size of the J300, this new scooter is designed primarily for cities rather than the open roads.

Its mission is to become a real alternative to public transport. This is a scooter that means business. It has been well thought

through, from the design elements borrowed from Kawasaki's sports bikes to the various clever scooter-specific solutions. And with the sports heritage and prestige that come with the Kawasaki brand, this is likely to be a tempting option for anyone looking for a sporty, blue-blooded scooter to rule the city streets with.

The J125 is Kawasaki's first scooter in the 125cc class in Europe – and only the second in its entire range. The new scoot joins its big brother, the popular J300, and the Japanese manufacturer is hoping to repeat the sales success with the new machine. Kawasaki's range of scooters might not be anything like the size of its competitors' fleets, but it now offers scooting options for both A1 and A2 licence holders.





## LOOKS

For many new riders, the J125 could be their first taste of Kawasaki machines and the company has made sure that the look and feel of the new scooter is true to the sporty Kawasaki image.

Maybe it is just that Kawasaki-ness (yes, it's a word!) of the scooter that makes this a good-looking machine. The J125 inherits its styling from the J300 and the front of the scoot in particular has a real sporty look about it. The large multi-reflector headlights with their sharp lines that sweep round to the sides wouldn't look out of place on a sports bike.

A particularly nice design feature is how both front and back indicators have been embedded into the body of the scooter to make the lines look sleek and clean. At the rear, the lights have also been designed in a way that complements these sporty lines.

## ENGINE



The J125 is a large machine for the 125cc category and I was a bit suspicious of how much power it would have.

It turns out I didn't need to worry. Hiding under the elegant exterior is a surprisingly lively 125cc liquid-cooled sohc four-valve single-cylinder engine. It delivers a claimed peak power of 10.3kW at 9000rpm and maximum torque of 11.5Nm at 7000rpm. These figures are very close to that of its closest rivals, and in fairness, there's not much more you can squeeze out of a 125cc engine and still keep it economical and meet the emissions regulations.

The J125's power delivery is very smooth even when you open or close the throttle fully, thanks to the instant fuel delivery and smooth Continuously Variable Transmission (CVT). It would appear that the partnership with Taiwanese scooter specialist KYMCO in designing the scooter has paid off.

## SPEC:

### ENGINE

Type: liquid-cooled, 4-stroke single  
Displacement: 125cm<sup>3</sup>  
Bore/stroke: 54.0 / 54.5mm  
Compression ratio: 11.7:1  
Valve system: sohc, 4 valves  
Fuel system: fuel injection: 27mm x 1  
Ignition: ECU control (full transistor)  
Starting: electric  
Lubrication: forced lubrication, wet sump

### DRIVETRAIN

Transmission: CVT with centrifugal clutch  
Final drive: belt  
Primary reduction ratio: 2.201 - 0.829  
Final reduction ratio: 10.413 (49/15 x 51/16)

### FRAME

Type: tubular diamond, steel  
Wheel travel: 110mm (front), 100mm (rear)  
Tyres: 120/80-14 M/C 58S (front), 150/70-13 M/C 64S (rear)  
Caster (rake): 28°  
Trail: 113mm  
Steering angle (left/right): 40° / 40°

### SUSPENSION

Front: 37mm telescopic fork  
Rear: twin shocks with 5-way adjustable preload

### BRAKES

Front: single 260mm petal disc, dual piston  
Rear: single 240mm petal disc, dual piston

### DIMENSIONS

Overall length: 2235mm  
Overall width: 775mm  
Overall height: 1260mm  
Wheelbase: 1555mm  
Ground clearance: 145mm  
Seat height: 775mm  
Curb mass: 182kg  
Fuel capacity: 13 litres

### PERFORMANCE

Maximum power: 10.3 kW {14 PS} / 9000 min-1  
Maximum torque: 11.5 Nm {1.2 kgm} / 7000 min-1

### CONTACT

[www.kawasaki.co.uk](http://www.kawasaki.co.uk)

## PRICE

**£3799**

(Metallic Anthracite Black and Metallic Frosted Ice White)

**£3899**

(Special edition Metallic Black/Candy Green)





#### COMFORT

There's plenty of room on the scoot for even a larger rider to stretch out. The seat is thickly padded and shaped to offer comfort for a long ride. There's also sufficient space for a pillion, with a grab rail and folding pillion footpegs adding to passenger comfort.

#### DASH

The dash consists of analogue speedometer and tachometer dials flanking a multi-function LCD panel housing the odometer, dual trip meters, service mode, clock, fuel gauge, coolant temperature gauge and engine warning symbol. White digits on a black background for the dials and blue backlighting for the LCD panel add a touch of style.

#### SUSPENSION

There's a 37mm telescopic fork at the front, and preload adjustable twin shock absorbers at the rear, with five settings to choose from. Kawasaki reckons that the suspension settings were selected to deliver both light sporty handling and a comfortable ride feel on European city streets.

#### STORAGE

As 125cc scooters go, this is a big one, which helps with storage. It has a large under-seat storage compartment with a light that comes on automatically when you lift the seat, a glove box with a 12v accessory outlet, cargo hook and a rear carrier. And if that's not enough, GIVI top cases are available as optional extras.

#### ENGINE

The 125cc liquid-cooled sohc four-valve single-cylinder engine delivers a claimed peak power of 10.3kW at 9000rpm and maximum torque of 11.5Nm at 7000rpm. Bore and stroke measure 54mm x 54.5mm. Power delivery is very close to that of its closest rivals. There's not much more you can squeeze out of a 125cc engine and still keep it economical.

#### BRAKES

Both front and rear brakes have petal discs (front 260mm, back 240mm) with two-piston calipers, which work perfectly well. Stainless steel braided brake lines contribute to direct brake feel. All scooters sold in the UK will have Bosch ABS as standard.

#### HANDLING

Right from the start the scooter felt responsive, and because it's a fully automatic twist and go machine; you can just open the throttle and accelerate hard without having to worry about gears.

The J125 is a fairly heavy scooter at 182kg, but it feels agile and manageable. Because it accelerates well it was easy to nip in and out of traffic in the city, while out on the open road the J125 still managed to keep up with traffic, achieving a top speed of just below 70mph. For a city scooter that's not bad at all, but for a long commute on A-roads you might want a bigger machine.

#### COMFORT

Our test ride covered just over 60 miles and there was never a moment of discomfort all day. There is plenty of room on the scoot for even a larger rider to stretch out. The seat is enormous and perfectly sculpted to offer some support for your lower back.

The footboards are roomy, and you can shuffle your feet about on longer journeys. The riding position overall is very relaxed and the screen

(although not adjustable) kept the wind away from me. In all honesty, I'd have happily done another 60 miles if we had time.

For a pillion passenger there's a large and comfy seat, foldable foot pegs and a grab rail. It's a sizeable scooter so it should be fine two-up although we didn't test it with a pillion.

#### EQUIPMENT

The dash is easy to read on the go and consists of an analogue speedometer and tachometer dials flanking a multi-function LCD panel, which houses the odometer, dual trip meters, service mode, clock, fuel gauge, coolant temperature gauge and engine warning symbol. The tachometer gives the scoot more of a motorcycle feel, even if it's not strictly speaking necessary on a twist and go machine. Fuel consumption and distance to empty would have been nice additions to the digital screen, but not essential.

There are no rider-controlled gadgets, which makes the switchgear simple and easy to use. The controls for electric start, indicators, hazards, lights and horn are all exactly where you'd expect.



## An interview with Martin Lambert, press officer, Kawasaki Europe



### Who is the J125 aimed at?

The aim with the J300 was to create a scooter that would introduce new people to the Kawasaki brand, some of them already familiar with scooters or motorcycles. With the J125 the idea is to introduce new people to powered two wheelers in general. We appreciate that for many people who commute on a bike, a 125cc machine may well be the only category that they ever own.

This scooter is designed to be a real alternative to public transport, not necessarily one to encourage progression to other bikes in our range.

### How important is the scooter scene for Kawasaki?

When we first introduced the J300 we needed the buy-in from our dealers. Luckily they were very enthusiastic about the new product and it became a real success. That success and the good feedback from our dealers gave us a great starting point. At Kawasaki we even use the scooters as staff bikes, so they have really become a standard part of our range.

We don't have a huge back catalogue of scooters, so ours is an easy story to tell. The success we had with the J300 surprised everyone – which of course, helps. Compared to our competitors we don't have a history of success and failure in the past 10 years, only the recent success of the J300.

### Why did you partner with KYMCO to produce the J125?

Scooter production is so different from motorcycle production that if we wanted to do everything by ourselves we would need a whole new production facility. That's not feasible. KYMCO has experience in working with many other manufacturers, which made them an ideal partner for us. Kawasaki engineers have been impressed with how KYMCO works and there has been no confrontation about making changes to the product and modifying it to suit Kawasaki's needs.

### What does the future hold for Kawasaki scooters?

We decided to produce the J125 based on the success of the J300. So if the J125 is also a hit with the dealers and the general public, it is very likely that there will be another J-series scooter. I can't see Kawasaki going for a 50cc scooter, so compared to the J125 the next one will probably be a bigger rather than a smaller machine.

Looking further into the future of personal transport solutions we must assume that legislation around powered two-wheelers will get more draconian and the cities become more congested. In that environment traditional powered two-wheelers might no longer be the ideal solution. So we have created the J-concept scooter that has lots of cross-platform technology that has been used in other projects. One day that concept might become reality.

Brake levers are adjustable, which is a nice touch and adds a level of comfort, especially on longer journeys. Both front and rear brakes have single petal discs (front 260mm, back 240mm) with two-piston calipers. All models sold in the UK have Bosch ABS, which works well. The rear brake is perfect for shaving off a little bit of speed when necessary and the front brake has enough power to bring the scooter to a rapid stop if needed.

Suspension worked well on the test ride. There's a 37mm telescopic fork at the front, and preload adjustable (five settings) twin shock absorbers at the rear. I started the ride with the standard setting, which was perfect for city riding, and then added a bit of preload (very easy to do by simply twisting the adjusters by hand) for the faster part of our route. This improved the handling on fast corners and made the machine feel firmer and more stable.

### STORAGE

With a big scooter like this, you want a decent amount of storage – and the J125 offers plenty of space for almost anything you might want to carry on a scooter. There's a large underseat storage compartment big enough for a full-face helmet and an A4 document case (boo!) or your favourite biking magazine (yay!). There's a light that comes on automatically when you lift the seat so you don't have to rummage around in the dark, and the seat stays open once lifted up.

For smaller items, there's a glovebox, which has a useful 12v accessory outlet to plug your heated clothing, phone charger or sat nav into. There's also a cargo hook and a rear carrier. And if that's not enough, GIVI top cases are available as optional extras. You can certainly load this scooter with a lot of stuff.

### SHOULD I BUY ONE?

There's certainly a lot to like about this big 125cc scooter. It offers the comfort of a much bigger machine than most scooters in this class and I can't fault the looks. There's enough power to comfortably

Words: Mikko  
Images: Mikko/  
Kawasaki press  
office

### WE SAY:

This is a very capable city scooter that offers good handling, nippy acceleration and a generally pleasant and comfortable ride.

★★★★★★★★★

cruise in the city and even do short distances on the open road, but for faster roads and longer distances, you're better off going for the J300.

Kawasaki's aim was to create an alternative to public transport in cities and for that purpose this scooter is ideal. If I had a short urban commute I would certainly choose a scooter like this over public transport, and if Kawasaki's calculations are correct I would even be saving money doing that.

This is a good quality scooter for A1 licence holders and city commuters, which has been priced competitively. When it lands in the UK in late January it's likely to follow the success of the J300, which according to Kawasaki outsold the Z300. No wonder Kawasaki is looking to expand its scooter range.

## CLOSEST RIVAL

### Honda Forza 125 – £3999

With an almost identical technical specification, there's not much to separate the Forza from the J125. Both scooters represent the luxury end of the 125cc scooter scene, with plenty of clever design put into making life on two wheels a joy – not a chore.

Launched in early 2015, the Honda has a liquid-cooled four-stroke four-valve sohc single-cylinder 124.9cc engine with claimed power delivery of 14bhp (10.5kW) at 8750rpm and a torque figure of 8.9lb-ft (12Nm) at 8250rpm.

The Forza is slightly smaller and lighter (wet weight 162kg) than the J125, but costs an extra £200.





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# Open face helmets

There's more to open face helmets than first meets the eye. Favoured by many classic scooterists and commuters who find them more stylish or practical than full face helmets, there's a lot of variation within the category. T&G investigates.

**F**rom minimalist classic lids to modern ones with as many features as full face helmets, there's plenty to choose from when it comes to open face helmets.

Whilst full face lids offer more shelter from the elements, wearing an open face helmet on a nice day can be bliss. The wind – and the occasional bug – on your face makes riding a bike a whole different experience. It's not for everyone, but many riders simply refuse to swap their open face lids to any other kind

and see it as much an attitude towards riding as a stylistic statement.

With an open face helmet you don't have the same anonymity as with a full face lid – especially with a tinted visor. Whether this is a positive or negative depends on your outlook. It will certainly make it easier to get off your bike at petrol stations or shops without having to remove your helmet. There's also the option of using sunglasses or goggles. They protect your eyes as well as give you a little anonymity.

And at the end of the day, let's be honest about it, there is something very cool about open face helmets; Captain America in Easy Rider would not have looked too rebellious with a full face helmet (not that he bothered with his 'stars and stripes' lid too much either).

We decided to have a look at some of the key features that anyone thinking about buying an open face helmet should consider, and to make sure that we got a real feel for the topic, we also reviewed six different open face helmets.

## STYLE

Traditionally, open face helmets have had the classic 'old school' look, but these days the looks and styles of open face helmets vary from the traditional to some quite futuristic approaches. Many helmets feature removable peaks and visors that can easily transform the look of the helmet, so you can change the appearance to match the style of the bikes you ride and your riding gear.

## LINING

Removable and washable lining is always a nice feature in any helmet, and especially if there is not much ventilation in the helmet the lining can get a bit smelly quite quickly. There are products that you can use to clean the lining without removing it, but if it is possible to take it out and stick in the washing machine, then all the better. The quality and finish of the lining is also important as it should feel nice and soft with no seams poking out and causing discomfort.

## VENTILATION

Ventilation might not be the first consideration for an open face helmet – you have the elements quite literally in your face, right? But many helmets offer additional ventilation to help keep your head cool. This is great on those warm summer days and can really make a big difference to your comfort. The beauty of having vents on the helmet is that if you don't need them you can simply close them.

## VISOR

Regardless of the style of the helmet, many come with a visor. These can be either permanently fixed or removable. Having a visor gives you an option to shut the wind out if it gets too much. It's also great to have if it rains. Some visors come with anti-fog systems such as Pinlock lenses to help keep them clear in all weather.

## GOGGLES

Goggles offer protection and add a bit of style to a nice retro helmet. There are various styles to choose from, so you can make sure that they match your helmet. As a cheap option a pair of sunglasses will do, but they don't protect your eyes in the same way as good quality goggles.

## INTERNAL SUN VISOR

An internal sun visor built into the helmet that you can flick on and off is really handy, especially in changing conditions as you don't have to stop to get your sunglasses on and off all the time. The mechanisms for operating the sun visor vary, but often there is a lever at the side of the helmet that moves the visor up and down.

## PEAK

Some helmets come with either a small sun visor or a full-blown motocross-style peak. These are often removable, which makes the helmet more versatile, but if you're unsure check before you buy. A peak can be great to keep the sun out of your eyes, but can make the helmet noisier.

## STRAP

Open face helmets come with different strap mechanisms, so if you prefer a double-D or a micro-ratchet locking in the strap, the options are available. In general, the strap is easier to get to because the chin bar is not in the way, but you still want a system that you are comfortable with.

## MATERIALS

The most popular options for the outer shell are polycarbonate and fibreglass. The fibreglass shell is more rigid, offering better impact protection. With greater protection also comes a higher price, so expect to pay more for fibreglass helmets. If you want to see the difference in rigidity, take a helmet and push the chin area in. You'll notice that the polycarbonate flexes much more than fibreglass.





# OPEN FACE HELMET REVIEWS

We took a varied selection from the wide range of open face helmets currently on the market and gave them to our enthusiastic bike riding staff here at T&G Towers. Helmet prices range from £25 to £225, so there's something here to suit everyone.



## Caberg Riviera V2+

**RRP: £89.99**

**Reviewer: Richard Graham**

This helmet looks smart, with matt black and hi-vis yellow stripes adding a touch of style to an otherwise understated lid.

Putting it on, the fit feels spot on; in particular, the cheek pad and ear area are very comfortable. Locating and fastening the chin strap is a natural and intuitive process; a reassuring set of clicks lets you know all is secure. The chin strap sits perfectly where it should, and there's a well placed tab for quick release.

The visor is large, fits closely to the chin and offers excellent all-round vision. In case the sun comes out, a tinted visor can also be deployed. The mechanism to position the tinted visor looks a little fiddly but in fact is very straightforward; even with a gloved hand it's easy to lower it. Again, the fit of the inner visor is good, sitting just above the nose and offering good sun protection. It's much easier than stopping to put on sunglasses.

The recent weather has been unseasonably mild but it would seem that the helmet is equally wearable in most weathers, and offers good protection from the wind.

The main visor is easily removed; just a quarter-turn of the quick-release mechanism and off it pops. The tinted visor can also be removed if required, although this is a bit fiddly and a small screwdriver is necessary to depress the clip. I can't see any need to remove and clean this on a regular basis, but the facility is there in case.

The material liner can also be removed; just unpop the popper on the cheek pad and work around the Velcro to release the lining.

This is a good quality helmet with a reassuring weight and quality feel, offering understated style and decent comfort. It comes in sizes XS-XL and with various colour and graphics options.

**Info:** [www.caberg.it/en](http://www.caberg.it/en)

## Duchinni D501

**RRP: £39**

As it's only available in plain black or white variations, it would be possible for you to add your own touches to the helmet's smooth finish shell (although this might not be as easy on the matt finish version). The helmet consists of a lightweight, thermoplastic construction and it is available in two shell sizes; each size from XS to XL has a low profile fit which is suited to each helmet size. As with the majority of helmets these days, the lining is

**Reviewer: Mau**

The D501 open face is the entry level helmet of the Duchinni range – and at the price shown, it's certainly affordable. Whilemovable and washable.

My helmet was the L (60cm) size, which is a little smaller than I'd normally take in a full face; it didn't feel overly tight on my head though – in fact it's probably better to downsize slightly with an open face, just to get that slightly snugger fit. And by the time I'd got the 'seat

belt' style chin strap adjusted and fastened, the whole set-up felt quite secure. If you do need to get it off in a hurry, then there's also a quick release buckle for the chin strap.

The drop-down smoke coloured anti scratch inner visor can simply be pulled into place to help protect against any unwanted impacts from dust and dirt particles – although I did find that there was a fouling problem when trying to wear my glasses – luckily I would normally be wearing contact lenses.

I had the white coloured version which also came with a smoked coloured detachable peak; this did cause a little wind turbulence while riding, but it was minimal – and at the end of the day, it comes down to personal choice over using it or not. Built to ECE 22.05 standard, the D501 comes in two shell fittings: size 1 is XS-S-M, and size 2 is L-XL-2XL. Colour availability is black, matt black and white.

**Info:** [www.thekeycollection.co.uk](http://www.thekeycollection.co.uk)



## Premier Jet Vintage Mali 9 BM

**RRP: £189**

**Reviewer: Mikko**

Usually when I review helmets the first thing I concentrate on is what features they have, what they are made of, that sort of thing. But with the Jet Vintage Mali 9 BM all that went out of the window for the first few minutes as I just took in the visuals of this lid. I know the design will divide opinion, but I think it's fantastic. I love the bright, retro colours and the abstract, cartoon-like drawings.

On closer inspection the helmet is not just a pretty thing, it also boasts some impressive features. The removable and washable lining is nice and soft to touch and complements the good fit of the shell. The result is a helmet that feels reassuringly snug and comfortable.

The shell is made of three-composite fibreglass material (Dyneema-Carbon-Aramid) and epoxy resin. It feels firm and the shape is pleasing. Some open-face helmets feel like they sit on the top of your head, but this one covers a good stretch of the back and sides of the neck.

The lack of air vents is probably a conscious choice as these vintage-style helmets don't tend to have them, and to be honest at the time of writing it is cool enough without any need for any ventilation.

The only thing that I'm not entirely happy with is the internal flip-down visor. It provides good protection for the eyes and the slightly tinted colour is fine, but it's quite stiff and takes a bit too much concentration to operate for my liking.

The chin strap is easy to use, with its quick-release mechanism, and the strap sits nicely under the chin without poking at your throat.

If you like the bright, retro looks of this helmet (and who wouldn't), it's definitely worth a try. It's available in sizes XS-XL and various graphics – in case the Mali doesn't do it for you.

**Info:** [designerhelmets.com](http://designerhelmets.com)





## Shoei RJ

**RRP: £224.95**

**Reviewer: Nick Mowbray**

The RJ open face helmet, produced by market-leading helmet manufacturer Shoei, offers potential buyers the safety, construction, style and product quality they have come to expect from this brand.

Inside the box you will find the helmet, care and warranty instructions, and the removable plastic peak, which easily secures to the helmet via three firm poppers and can also be removed with ease.

The great features incorporated into this helmet include its lightweight construction: it weighs in at just 1.2 kilograms, offering notable additional comfort on longer rides and causing less fatigue.

I find the classic D-strap fastening a bit cumbersome to do up, although undoing the strap is made easier with the red pull cord.

This helmet has four vents – two at the front and two at the back – although in the current wintry conditions I have not opened them while riding. The vents open and close with ease when the helmet is off

and are perhaps best adjusted before riding as this operation is difficult in motorcycle gloves, particularly for the front vents.

The Shoei feels snug, strong and secure when on, and is constructed of a composite fibre shell (available in three shell sizes) and is type-approved to ECE 22-05 standards. The chin pads are removable for washing, as are the chin strap covers, meaning that this helmet can be kept fresh for longer.

I particularly liked the additional protection this helmet offers around the ears, the light weight of the product, and the stylish matt black finish of this particular model along with the security from buying from a brand like Shoei. If you want an open-face helmet for riding regularly and are used to a full face helmet as I am, this is a good option to go for.

The helmet comes with a five-year warranty, detailed instructions, and poppers to securely attach goggles (sold separately). Sizes available are XS-XL. Colour options are black, matt black, white, silver.

**Info:** [www.shoei.com](http://www.shoei.com)

## Spada Jet Stream

**RRP: £49.99**

**Reviewer: Andrew Catton**

This is a great looking budget helmet from Spada, with an injection-moulded plastic shell. It's easy to use and comes with several good features: the helmet has a buckle strap system, which is easy to use while wearing motorcycle gloves; the flip-up clear visor offers wind protection and means there is no need for goggles; and the stylish brown leather ear protection and neck-warming piece looks good.

I liked the Jack colour scheme, which includes a metallic white paint finish and Union Jack graphics. It gives the helmet a more exclusive look than the price tag might suggest.

The Jet Stream helmet is comfortable to wear and really easy to use when compared to the full face helmets I've been used to wearing for the last 18 years: talking to people both on and off the bike, having a drink and many other things are all easier when wearing

an open face lid, as the helmet obviously doesn't need to be removed to achieve these tasks.

The helmet is priced very competitively (the only helmet we reviewed that was cheaper was Mau's Duchinni D501), it's ECE-R22.05 type-approved and the visor is very easy to remove. Various lining pads can also be added and removed to make sure the helmet fits snugly.

Finally, glasses can be worn easily under the helmet and taken off or put on without any problems.

For me, its advantages are ease of use, style and price. My only dislike would apply to any open face helmet: feeling more vulnerable without any protection around the chin and mouth area when riding at anything approaching A-road speeds – but it certainly feels more exciting in an open face helmet!

The helmet comes in sizes XS-XL and the colour options are either black or 'the Jack'.

**Info:** [www.spadaclimbing.co.uk](http://www.spadaclimbing.co.uk)



## SK by Shark

**RRP: £89.99**

**Reviewer: Mikko**

This urban styled open face helmet is constructed from injected thermoplastic resin and feels nice and light. There are two shell sizes to make sure that the fit and protection are not compromised in any size helmet.

The helmet comes with an anti-scratch visor, which can be lifted up if you don't want it in front of your eyes or easily removed using the quick release visor system. It's easy to flick the visor up and down even though there are no lever systems or catches – just grab and pull! Like the rest of the helmet, it's simple but effective.

The micro lock buckle system is easy to use and works well. The strap is in a natural position under the chin and doesn't get in the way.

This is a pretty light helmet and the first couple of times I took it off it nearly went flying as I was expecting it to be heavier. Not that I'm complaining about it being light, on the contrary.

I wasn't expecting this to be the quietest helmet ever (it is an open face one after all, and they're not renowned for being quiet), but this particular lid is not too bad at all. In fact, it's quieter than some full face helmets I've tested.

The lining is plush and soft and the fit is perfect, which makes this a very comfortable helmet indeed. The visor is also surprisingly effective in keeping the elements at bay.

I like the urban and understated look of this helmet, there's something quite classy about it. And the finish of all the components is good – the lining in particular is very nice.

This is a very nice helmet for the money, and if you are a fan of the open face type of helmet it's definitely one to consider.

The helmet is available in sizes XS-XL. Colour options are black or white, both with various graphics options.

**Info:** [www.shark-helmets.com](http://www.shark-helmets.com)





This Lexmoto geared 125 did Bristol-Carlisle on a tankful

# The Great MPG debate

Official fuel figures for scooters and motorcycles are coming soon – are they reliable, and what do they mean for you?



Are you bothered about fuel consumption? Probably not; the average 125 or 250 doesn't use much petrol in the first place, and most riders don't cover that many miles, so it's not a major expense.

Meanwhile, fuel prices have fallen to little more than £1 per litre.

However, it's not something we can ignore. There's every sign that the current drop in prices is a blip with the underlying trend moving inexorably upwards. Once the world economy starts moving again, demand for oil will rocket, especially from China, India and some African countries, all of which want to grow fast. More demand for oil means a higher price, which filters through to the pumps.

So even if mpg doesn't influence your buying decision now, it will do. Until recently the problem was that there were no standard fuel consumption figures for bikes. In fact, when I last looked into this issue, the whole thing was a right dog's breakfast. Back then, Ducati, Vespa and Piaggio didn't quote

fuel consumption figures, at least in the UK. Harley-Davidson used the US Highway/City cycle, while Triumph and BMW favoured mpg figures at steady speeds of 56 and 75mph; Peugeot used the car test cycle. All these different systems made comparing mpg between different bikes a tad tricky.

## STANDARD TESTING

Welcome to the WMTC (World Motorcycle Test Cycle), a standard emissions and fuel consumption test that's been around for several years but hasn't been made very public. WMTC is based on a rolling road test, which raises questions about just how relevant it is to the real world. Official car mpg figures (also based on a rolling road) were last year revealed to be optimistic, with no car driven on real roads appearing able to match them. A Piaggio spokesman pointed out at that time, a rolling road test doesn't take into account the weather, wind resistance and other untidy real-world stuff.

There's evidence that, even if it's not a real-roads test, the WMTC should be more realistic than car



Careful when filling up – it's expensive stuff





Peugeot Tweet 125 riders can expect 80-90mpg

figures in practice. According to biking industry body the MCIA (Motorcycle Industry Association), the WMTC was based on 1990s industry research into typical use of motorcycles in a number of different European countries. "The car test cycle is much more artificial," said my informant, "and was devised something like 40 years ago to suit the car industry."

#### IS IT REAL WORLD?

How does it work in practice? Well, the WMTC figure for a Honda CrossTourer 1200 is 47.9mpg. I've been running one of these big V4s on a long-term test for *T&G's* sibling magazine *MSL*, and been getting a reliable 51-53mpg. Admittedly that's mostly riding relatively gently, and I'd expect a harder rider to be down to the mid-40s, but it also suggests that WMTC figures aren't too far off the mark, at least for big bikes that can toddle around at low revs. The only other evidence I've got is a Honda Vision 110 – 141.8mpg on WMTC, 152mpg when ridden by me at a gentle 30-50mph, but only 106mpg when flat out. So WMTC isn't gospel, but at least it's a standard test by which bikes can be compared.

The thing is, you could be forgiven for never having heard of it, and there's a good reason for that – the manufacturers aren't obliged to quote it. Look at the websites, and you'll find no mention of it by Piaggio, Lexmoto, BMW or Triumph. Yamaha and Suzuki quote it for some bikes and not others, while only Honda seems to have a WMTC figure for every UK bike it sells. At either end of its range, a Goldwing returns 43.1mpg and a Wave 110i claims to be the most frugal powered two-wheeler you can buy, at 160.2mpg.



Above: Twist and go scooters can use more fuel than the equivalent geared bike

**"The only sure way to a definitive figure is to take an extended test ride and measure consumption yourself."**

Below: Small geared bikes give the best economy



However, this is about to change, as the MCIA says that fuel consumption data (plus that for CO<sub>2</sub> emissions) has to be published for all new bikes (except mopeds, see below) from January 1, 2017. Any new two-wheeler that gets type approval this year must have it as well. It might be in small print on the brochure's back page, but it will be there. Mopeds get an extra year to comply, so they all have to show the consumption and CO<sub>2</sub> data from January 1, 2018. Of course, there's nothing to stop a manufacturer publishing these earlier, if they have the figures (as Honda has already done). Incidentally, the consumption will be quoted in litres per 100km, rather than mpg, so unless the manufacturer converts it, we'll have to do that (divide 282 by the l/100km figure and you get mpg).

#### HOW TO SAVE FUEL

So fuel figures are on the way. In the meantime, the only sure way to work it out is to take an extended test ride and measure consumption yourself. If you want to know more about saving fuel, read on.

**MANUAL v AUTO:** A lot of us love auto scooters, but they tend to use more fuel than the equivalent geared bike. It's because the typical CVT transmission's job isn't to save petrol but maximise convenience, holding onto lower ratios to save you changing gear.

#### WORK OUT YOUR MPG

- 1: Park on a level forecourt and fill the tank, noting the level in the filler neck.
- 2: Zero the trip.
- 3: Go for a ride; no thrashing or economy techniques, but preferably at least 50 miles on a mix of roads.
- 4: Fill-up again on a flat forecourt, to exactly the same point in the filler neck as before.
- 5: Convert the litres you've bought to gallons (multiply by 0.22).
- 6: Divide miles ridden by number of gallons which equals... mpg.





At a steady 25mph, your average geared 125 can trundle along in top sipping tiny petrol droplets, but an auto will be holding the equivalent of third or fourth, saving you the bother of changing down for acceleration. It'll be using more juice in the process; that's the price you pay for convenience.

That's why basic semi-auto geared scooters like Honda's Wave and the Suzuki Address (160mpg and 145mpg respectively) are more frugal than the more modern autos. Of course, thrash a geared bike to the redline and it'll use just as much if not more, but that's the human element.

**TWO-STROKE v FOUR-STROKE:** Not the issue it was as two-stroke numbers gradually dwindle. New stroker 125s are limited (I think) to the Vespa PX and Indian-made LMLs, plus a few mopeds. In general, two-strokes are thirstier because of inefficient combustion which allows unburnt fuel to escape out of the exhaust – that also gives them dirtier emissions than four-strokes. They can be made cleaner and more frugal with fuel injection and water-cooling, but that negates their main advantage of being simpler and cheaper. If using less fuel matters to you, buy a four-stroke.

**IDLE STOP:** A few scooters like Honda's PCX and Forza and the SYM Downtown 300 now have idle stop, which automatically cuts the engine if it's sat idling for more than a few seconds. Twisting the grip restarts it automatically – no need to turn the key. Not having the engine idling at red lights appears to save fuel – the PCX returns 133mpg on WMTC while Yamaha's NMAX (which doesn't have it) is on 107mpg.

**RIDING STYLE:** However much clever technology you have, the biggest influence on fuel consumption

Above: Take it steady; smooth riding cuts consumption and saves cash



Henshaw bravely faces a fuel-poor future on his 200mpg diesel-powered Enfield

is your riding style. At the risk of teaching some of you how to suck eggs, there's more scope for this on a geared bike. High revs and handfuls of throttle gulp down fuel, so change-up early and treat the twist-grip as if it's made of bone china. Anticipate and ride smoothly rather than barrelling up to a corner or red light and whacking on the brakes.

On an auto you've got less scope, but you can still cut consumption by gentle twist-grip use. All of this has to allow for keeping up with traffic flow and getting away from the lights safely, but you get the general idea.

#### FAIR PLAY

So there it is. It won't be long before we finally have official fuel consumption figures for every new bike on sale in the UK. WMTC clearly won't be a perfect guide to real-world consumption, but it does give more of a level playing field for comparisons between rival two-wheelers. And if there's any justice it might even (see box) mean smaller bikes eventually pay less VED.

**Words and pictures: Pete Henshaw**



This Suzuki Gladius gives 80mpg, but still pays £59 VED. Its frugal consumption and CO2 emissions should make it zero-rated

## A FAIR DEAL ON TAX?

There could be a side benefit to WMTC availability for bikes – a fairer deal on vehicle excise duty (VED), or 'road tax' as it's better known.

Car road tax is graded according to CO2 emissions – gas guzzlers pay up to £505 a year and cars producing less than 100g of CO2 per km pay nothing at all. That's all good and green, except that bikes which use far less fuel than those zero rated cars are still paying road tax, despite also taking up less road space, needing

less parking space etc. Like much else in life, it ain't fair...

The official reason is that standardised CO2 figures for bikes haven't been available, but the advent of WMTC means they will be. One hundred grams of CO2 per km equates to about 65mpg, so if there's any justice in the world, all 125s and 250s, plus some mid-size bikes, should be eligible for zero-rate road tax. Either way, it's time to email your MP and lobby for fairer VED for bikes.



Honda Vision gives well over 100mpg



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A full-page photograph of two motorcyclists riding on a paved road. The lead rider is in the foreground, wearing a blue and white Arai helmet and a black jacket with green reflective stripes. Their motorcycle's dual headlights are on. The second rider is behind and to the left, wearing a white helmet and a grey jacket. The background shows a grassy area and a fence.

**HONING YOUR  
SKILLS**

# Advanced riding is **CLASS ONE FUN**

Mikko braved the wintry conditions and went on an advanced riding course. Did he learn anything new? Let's find out...



## RAPID TRAINING



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Rapid Training is a company run by motorcyclists and their trainers all hold the coveted Class One Riding certificate, but they also need to have a proven track record in training and motorcycling.

Info: [rapidtraining.co.uk](http://rapidtraining.co.uk)



**ABOVE:** Roadside debrief: Vince (right) points out the features in the corner. Mikko (left) and Martin (centre) pretend they know what they are doing.



**ABOVE:** Martin leads the way. Vince is following close behind and giving instructions via radio.

**ABOVE RIGHT:** Helmet, check! Gloves, check! Now where did I put the keys...

By the time I got to Sleaford and met up with the instructor, Class One police rider Vince Conn, the sun had come out and my mood was improving in leaps and bounds.

My colleague Martin, who was also doing the training, hadn't been on two wheels for a while and only picked up his bike the same morning. I'd only had my bike for a couple of days too, so we agreed to take it easy at first.

### STEADY START

We kicked off the training with a cup of coffee and a quick briefing. Vince told us what he had planned for the day: more than 200 miles of riding, with him giving us instructions via radio. We would each take the lead in turns and then Vince would do a demonstration ride. That would be followed by a stop for lunch and then more of the same.

The route started with the lovely A153 towards Grantham: a perfect setting to practice cornering, road positioning and overtaking on fast country roads. We didn't have too much traffic to worry about but managed a few overtakes. Vince later pointed out a few overtaking



**I**t never ceases to amaze me how much you can improve your riding, regardless of whether you've just passed your test or whether you've been riding for years and are already a competent rider.

I quite enjoy training, so when I found out that in order to keep our bike insurers at work happy I needed to get my riding assessed by a qualified trainer, I saw an opportunity to get some training in while I was being assessed. So, I booked myself on an advanced riding course with Rapid Training, a company which specialises in bespoke rider training and assesses riders for several bike magazines in the UK. I agreed on a date with the chaps from the company and was told to expect a full day of riding with an experienced instructor on some of the best biking roads in Lincolnshire, Northamptonshire and a few other shires for good measure. Now, you can't argue with that!

The day of the training didn't start so great, though. It was freezing, windy and pouring with rain. Luckily, by the time I set off it had stopped raining. Two out of three wasn't too bad.





ABOVE: "Are we there yet, Vince?"

LEFT: Staggered positions help with clear views when riding in groups.

opportunities I had missed because my positioning had not given me the best possible view ahead. He was right, I realised, and I made a mental note to pay more attention to my road position.

Having only done a hundred miles on the bike I had for the day, I was still getting used to it. Well, this was my excuse anyway when at the first short debriefing session Vince told me I was sitting on the bike too stiff and upright. Moving my body slightly and leaning into the corner would take some pressure off the bike, making it more stable around the corner.

#### GATHERING MOMENTUM

As we weaved our way south, I started to relax and the bike felt more stable as I adjusted my position slightly going into corners, which made the ride a lot more

enjoyable. By the time we passed through Grantham and rode the Bitchfield bends on the B1176, I had completely forgotten about the wind and cold – I was too busy enjoying the ride.

Class One police riders are like demigods among us mere mortal bikers, and following Vince when he did his demonstration ride was a real eye-opener. The inch-perfect accuracy of his lines, his body positioning, his speed in and out of corners, and the overall smoothness of his riding were incredible. He also provided us with a detailed commentary of his ride, pointing out potential hazards and explaining his actions. How he was able to notice everything he did and simultaneously convey it all in such a clear manner is beyond me. When we got off the bikes Martin looked at Vince in amazement and spoke for both of us: "When I grow up, I want to be you!"

**"Vince led us through the series of bends in a style that Martin and I would never match in our wildest dreams."**

## TOP TIPS FROM THE TRAINER

We asked Vince for his top five tips to becoming a better rider. Here's what he said:

### 1: RAISE YOUR VISION

Many people don't look far enough in the distance. Raising your vision when a view opens up and then scanning back towards you helps you prepare for what's coming.

### 2: 'HALVE' STRAIGHTS

When you come out of a corner and into a straight bit of road, identify the halfway point of the straight accelerate to it and then scan and reassess the situation for the second half.

### 3: POSITION EARLY

Taking the right road position early gives you more time to concentrate on the road feature that you are about to navigate. It also indicates your intentions to other road users.

### 4: DISCIPLINE IN GROUPS

When riding in a group, stagger your positions to have the clearest possible view of the road ahead. Don't let others 'bully' you into riding beyond the level that you are comfortable with.

### 5: BE PROACTIVE

The key to advanced riding is being proactive, not reactive. Use the above tips to try and get ahead of the game so you can avoid potential problems before they occur.

[In addition to being Class One qualified on cars and bikes, holding a RoSPA Diploma in Advanced Bike Training, and examining for the IAM, Vince is also a serving police officer currently on Royal Protection].



Vince Conn,  
Rapid Training





#### RIDE, EAT, REPEAT

Over lunch we discussed how the morning's ride had gone. Vince was generally happy with our riding; there were no safety issues and we had started to implement some of the elements that he suggested into our riding. Martin was back on the saddle for the first time after an 18-month break from riding and had felt somewhat rusty at the beginning, but by lunchtime he was riding more confidently and had started to enjoy the ride.

The afternoon ride consisted of more great roads, starting with the B672 to Caldecott. We picked up the pace a little as we got more comfortable with the bikes and Vince's tips began to work their magic. Once my positioning and observations started to improve I felt much more confident and comfortable on the bike. As for Martin, well, he was practically flying. So much for being rusty!

After an hour of riding and another short debrief we did a bit of cornering practice on the Benefield bends on the A427; first Vince led us through the series of bends in a style that Martin and I would never match in our wildest dreams. Then it was our turn to lead, with Vince giving instructions over the radio. We both rode the bends a few times each way and by the end of it our cornering was starting to look and feel pretty good – although still miles from Vince's standard.

#### OVER AND OUT

When the training finished and we stopped for the final debrief I felt knackered; having to concentrate almost nonstop all day and really trying to improve your riding is hard work, both mentally and physically. I felt as if I'd improved many aspects of my riding during the day, but becoming a better rider is a never-ending mission and my homework was to improve my observations by looking further into the distance.

The day spent out with Vince improved my riding a great deal. His comments were encouraging and pinpointed clear elements of my riding that I could work on. All in all, it was a thoroughly enjoyable day! Martin and I have already decided to persuade Vince to take us out for another ride as soon as the weather gets a bit nicer, so watch this space.

**Images: Rich Addison**

**ABOVE:** Cornering in practice.

**BELOW:** Regular debriefs help combining theory and practice.



#### I DID IT

It's been at least two years since I last owned/rode a bike. My past riding experiences have included taking and passing the IAM Advanced Bike Test, countless miles of touring and track days. So a day out on a refresher course is easy then? Err, No!



**Martin Freeman**

Aside from having the worst weather of the winter so far this season and riding a bike I had never ridden before, by the first set of sweeping twisties it was abundantly clear just how much I had forgotten on my break from biking. So much so, that at times it was like I was taking my 'L' plate test all over again.

However as the day progressed, it all started to come back due in the main to the expert guidance from Vince Conn of Rapid Training. With gentle pointers over the radio and a more detailed briefing at every stop, the confidence grew and I started to realise what I had been missing out on for the last two years. Simple things such as road positioning, looking for the vanishing point in the bends, to forward vision with a little 'in helmet' commentary to myself, so made the day go by all too quickly.

If you think you don't need further training, think again. A day out with Rapid will soon convince you otherwise.



# Surfaces

Nothing makes you more alert to a dodgy surface than riding a bike or scooter through the winter, especially on wet and greasy urban streets. Rain, frost, dead leaves and loose grit, we see them all, sometimes even snow, though when the white stuff appears it really might be the time to hang up your helmet and take the bus instead.

But scary as it might seem, many thousands of us ride right through the winter and don't crash, or even come close to it. Just follow T&G's Top 10 tips to survive another British winter.

## 1 RELAX

Yes, the same advice we gave in the last issue on slow riding, but exactly the same thing applies to poor surfaces. If you're stressed out, tensed up and gripping the bars tightly, you'll be less able to control the bike with finesse.

## 2 LOOK OUT FOR...

Anything that could compromise your grip – tarmac that's worn smooth, dead leaves decomposing into mush, little piles of loose grit at junctions, potholes and manhole covers (especially slippery when wet).

## 3 OIL BE DAMNED

Cars and trucks still leak oil and diesel, and you're liable to find it at traffic lights, junctions and on roundabouts – easier to spot in the wet. Look for that tell-tale rainbow stain.

## 4 ICE BABY

Ice shows up as a smooth sheen on the tarmac – it's less likely on busy streets, where passing tyres warm the tarmac and melt it away, but on quiet roads, beware, especially first thing in the morning. Don't brake on ice unless you really have to – on a geared bike, change down smoothly through the gears to lose speed.



Icy puddles are a warning sign

## 5 WEATHER WISE

Yes, it rains a lot in the dark months, but the worst time is the first fall after a dry spell. All the road debris that gradually gets washed away by rain – grit, rubber, oil – is still there, and oil floats on top of water.

## 6 GENTLE BRAKING

Panic braking is the most likely thing to cause a wheel lock and... hello tarmac. Brake gently and progressively, using front and rear together, about 50/50. None of this applies if you've got ABS of course, but anti-lock brakes won't prevent the tyre from simply losing grip on a slippery surface while cornering.

## 7 BE SMOOTH

It's not just braking that needs a light touch – go gently on the twist-grip as well. There's no need to ride on eggshells, but do everything smoothly and progressively.



Wet manhole covers are slippery; worn smooth wet manhole covers are super-slippery



Dry dead leaves aren't a problem – wet ones are

## 8 TIME PLEASE

On wet and/or slippery surfaces, stopping distances increase dramatically, so give yourself more time to react.

## 9 DON'T PANIC

If you feel the bike start to slide, don't brake, just gently roll off the throttle and try to keep going in a straight line. With any luck, you'll pass over the slippery patch with no more than a wobble.

## 10 REPORT IT

If the surface problem is a pothole or damaged tarmac, report it to your local council – local roads are their responsibility, and what do you pay your council tax for anyway? Some have pothole hotlines, or something similar, so show them you care.



Pothole problems? Call your local council

Words and images: Pete Henshaw



# TGB

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# READERS' RIDES

*Tell us about your bike or share your two-wheeled adventure*

## Piaggio X9 500 race scooter

Hi Mau,

I just wondered if my 2016 BSSO race scooter is of any interest for you to feature in your magazine?

As you can see it's totally different to what anyone else is racing next year.

I have also built a Piaggio Beverley 500, which my team-mate Alex Van Dyke will be riding for me.

**Dave Wilson**

*We've replied to Dave asking for more information on his innovative scooter build. Hopefully we'll be able to tell you more about it in a future issue.*





Are you pleased with your bike? Do you have a two-wheeled adventure to share? Why not tell us about them? Write to: **T&G Readers' Rides, PO Box 99, Horncastle, Lincs LN9 6LZ.**

*(Please note: due to space limitations, we can't guarantee to publish everything received).*



## A Burgman outfit

This outfit belongs to my friend Wolfgang Weckeck and his wife Marion, who live near Bremen in Germany. This is Marion's favourite outfit and she really likes riding this one.

The scooter was manufactured in the year 2000 and it has a 400cc engine; the sidecar is Swiss-made by Mobec and it is the 'Gipsy' model – a nice, stylish sidecar that opens up hinged from the front, making it easy for passengers to climb in and out. There's a sub-frame fitted to the scooter and the sidecar is bolted to this; a lockable boot is fitted to the chair. The sidecar does not have a brake fitted, which is an asset in that it makes it quite an easy job to whip the sidecar off and ride solo. The scooter brakes are more than adequate to stop the outfit, even with two passengers and camping gear.

You may have seen this outfit buzzing around the roads in Lincolnshire, and also on

the Cornish Riviera. It's quite noticeable with the sidecar set up for the continent.

I've ridden several outfits with the sidecar on the 'wrong' side, including this Burgman. I had a ride in the sidecar, which I found to be comfortable and I then took over the scooter controls.

This is a nicely set-up unit that goes really well with plenty of go from the engine. It returns 45mpg and has an easy cruising speed of 60mph. Wolfgang tells me that he has seen nearly 80mph in perfect conditions on a downhill run.

With the sidecar on the wrong side, overtaking something like a lorry in Britain can be a problem; then a sidecar passenger can be of great help – you start to edge out but if the passenger sees a problem and

thinks that their life insurance policy is about to pay out he/she usually tells you to cancel the overtake in no uncertain terms!

Wolfgang's insurance premium for the outfit comes to 45 euros for the year; this covers the bike, and anyone can ride it. This outfit was a real joy to ride, and it proves just what you can do with a sidecar and a 400cc scooter.

**Roy Workman**

**Images: Wolfgang Weckeck**







## 'Ironbutt 5'

The 'Ironbutt/Saddlesore' is a 1000-mile certificated ride that must be completed within 24 hours. So far I'd completed four – two in the USA, one in France, and another (after an initial failed attempt) in the UK. I'd chosen to do them on scooters, but if I'd ridden them on bikes no one would really have cared. I'd planned to go one better for my scooter endurance swansong and attempt the 'Bum Burner' – a gruelling 1500 miles to be completed within 36 hours.

At this point a Vespa GTS300 rider called Tony Green got in touch to pick my brains about doing a UK 'Ironbutt' of his own. He was seeking my advice on routes, food, fatigue etc. The more he enthused about it, the wetter my whistle became, so I eventually caved and cheekily asked if I could join him.

In the past, I'd avoided riding with others as it complicates things. My only failure to complete an 'Ironbutt' had happened early in 2015. It wasn't the combination of motorway closures, gale force winds, 10 sets of roadworks, or witnesses not turning up, it was the fact that I'd had to accommodate the needs of a third rider who had joined myself and another. In fact the only saving grace on that ride had been the new KYMCO Downtown 300 that had been loaned by Colwin Motorcycles in Sittingbourne. I'd finally moved away from Vespa and Piaggio products, as both had proven to be consistently unreliable. I'd ditched the Italian stuff in favour of something a little more Taiwanese and manga-looking.

Oddly enough, even though I was a

complete stranger to him, Tony readily agreed to a plan that involved a rendezvous at the romantic ambience of the Clacket Lane Services at 5.30am. Tony's ride had gotten off to an eventful start when a rabbit threw itself under his front wheel after his first fuel stop en-route to the meeting point. My fears about riding with someone else were put to rest the moment I met Tony – a straight forward, no nonsense rider and get the job done kind of guy.

### HEADING INTO THE UNKNOWN

After handshakes, we filled our auxiliary fuel tanks and left for Wales, riding straight into an unhelpful headwind. Tony appeared to be taking a real battering with only a small flyscreen to protect him. He had the hunched







stance of a land speed record hopeful careering across the Bonneville Salt Flats. I, on the other hand, was cosily tucked-up behind the Downtown's excellent fairing. The Downtown I'd used for the previous 'Ironbutt' had been a demo, but I'd bought one of my own because I'd been so impressed with it. The engine of my new ride had barely turned 500 miles, and I wanted to protect it, so an approach had been made to Putoline to supply its finest quality oil for the first service. Generously, they agreed to sponsor the ride, and provided me with a couple of litres of Nanotech 10W40 (I was planning on wringing the scooter's neck for at least 20 hours and I wanted the assurance that my new engine would be protected).

It's early on in the ride when you realise you've got so many miles to complete and any delay is unwelcome. Before long, however, that was exactly what happened. We'd stopped for fuel at Chieveley and tried to rejoin the M4, only to find it closed. Following a badly-signposted detour in Huntingdon (which Tony nicknamed the 'Rubik's cube detour' because it was a puzzle how anyone figured it out) and a snake of cars and trucks that we couldn't overtake, we finally rejoined the M4 towards Wales, but lost about 45 minutes in the process.

During this period there was a myriad of colourful expletives used, born from being prevented from achieving our goal to travel as quickly as possible. We finally reached the Severn crossing and were greeted by high winds and rain which, oddly enough, was exactly what had happened the last time I

visited. Welcome back to Wales eh? Once over the Severn, we turned north towards Monmouth and started the long 380-mile haul north towards Birmingham and then Glasgow. Apart from avoiding the occasional tyre carcass, this leg of the ride was uneventful. The further north we rode the better the weather became until the skies cleared and we were greeted by a view of the mountains. Quite close to Abington, roughly 40 miles southwest of Edinburgh, there's an upside-down penis-shaped woodland on the hillside and oddly enough it points at you. It says 'you're a dickhead'. As a metaphor, it felt apt.

#### THE JOYS OF RIDING

When I'm on an endurance ride, I face up to the discomfort of what I'm doing fairly early. I realise I'm going to be uncomfortable for about 20 hours, and aim to go as far as possible between fuel stops. I could stretch a little past 150 miles per tank, whereas Tony was restricted to a maximum of 100, and riding into heavy winds, his mileage dropped to about 80. Luckily, Tony felt the same way as I did about fuel stops – no longer than 20 minutes, fuel, toilet, walk about, quick chat and a bite to eat, then on with the job. Most of our meals consisted of flapjacks, protein bars and sugary beverages, but definitely no so-called 'energy drinks'. They give you a burst of awareness, but around an hour later you 'crash' back into fatigue again.

#### MOVING ON

Cracking on into Scotland, we sailed past Glasgow and towards our northern-most

point at Edinburgh. From there, we headed south on the A1 toward Berwick-upon-Tweed. This part of the ride was just beautiful. On our left, glorious sunlight glinted off the North Sea, the coastline punctuated with sandy beaches and coves. On our right, the fields were full of spring lambs gambolling joyfully. The road itself was a pleasant novelty, with flowing bends and turns rather than straight lines. Along the way, we met a group of vintage scooters returning to Edinburgh from a rally at Berwick. We returned their enthusiastic waves.

Heading south on the A1 past Newcastle, the Angel of the North loomed up on our right – but this was no time for sightseeing. It was late afternoon by this point and we still had hundreds of miles to complete. Tony had to meet a ride sponsor at Scotch Corner, so we'd agreed to go our separate ways at Darlington. After a fond farewell, he headed down the A1 towards Peterborough and I plumped for the M1 south towards London. At this point I was no longer constricted by his tank range.

Keen to get under way as quickly as possible, it was at this point that fate quite literally threw a spanner into the works. First, it was set after set of roadworks with 50mph zones that felt like riding through treacle. Shortly after dusk I hit a pothole so hard my teeth rattled and my wrists snapped back. I'd been keeping Costa in business for most of the second half of the ride, but this really woke me up. I'm still amazed that the front rim didn't fracture. If that wasn't enough, the lights on the average speed cameras in the roadworks seemed to have been adjusted





### 'Ironbutt 5' continued

to shine straight into my eyes. Just as I'd stopped blinking after one particularly bright set, I had to swerve to avoid a Snap On tool bag that was spewing its contents all over the middle of the road. So that's what a bag of spanners looks like.

At last, the home stretch was in sight. I had less than an hour to ride and I'd be safely back at home in Maidstone – or so I thought, until I learned that the M25 eastbound was closed. I had two options – fight my way through central London and carry on to Kent, or head east for Hornchurch where my girlfriend lived. It had gone midnight and she was probably asleep but who wouldn't mind being woken up with the exciting news that I'd completed 1020 miles in 20 hours? Urged on by this vision, I picked up the North Circular then headed east for her place. Not being a London boy, it hadn't occurred to me that there would be so many assholes on the road at this time of night. My fatigue was contributing to a feeling of vulnerability, and having to dodge Audis and BMWs running across three lanes of traffic at 70mph and stop for roadworks, felt like a personal assault. I reached my girlfriend's place safely in the end and was greeted with hot soup, fresh bread and a warm bed. Ironbutt No 5 was done and dusted.

I was mentally exhausted, but physically just fine. Poor Tony wasn't in such great shape. His ass was ruined and it took five days to stop his neck and shoulders from aching. Soon afterwards, his GTS went down with electrical problems and it had to spend three weeks laid-up at the dealership before the problem was sorted. The KYMCO, on the other hand, had held up beautifully; the coolant levels and tyre pressures had barely moved and the oil hadn't even changed colour. My sixth and last ride was due to take place in just seven days' time. A thousand miles wasn't particularly challenging any more, and I wanted to see if adding half that much again would really test my endurance...

**Steve Cooper**

## The Kawasaki KE 175 – an alternative to the run-of-the-mill A2 licence bike

Having recently purchased an A2 licence category machine for everyday use, I began to think of alternative ways of getting on the road.

Looking around my shed I began to reminisce about what got me onto proper two wheels. Way back in 1981 I was searching for something to replace my moped and give me more freedom. Just around this time was the first major shake-up in the licencing laws and the new 125cc for learners category was about to break, meaning that all those 250s were about to become worthless overnight – now look at them! If only. I was assured that it was OK to buy my new-found love and that the law could not be enforced retrospectively, so I bought a brand-spanking new Kawasaki KE175D2 in Kawasaki racing lime green, for which I paid the princely sum of £750 on the road.

Between 1976 and 1980 Kawasaki produced the KE175, a direct descendant of the old 175cc F series that Kawasaki had been producing since the F1 appeared in 1966. These F models were good trail bikes. The rotary-valve two-stroke single was slightly over-square, having a bore and stroke of 61.5 x 58.8mm, autolube oil injection squirting lubricant straight into the crankcase, mixing it with the fuel from

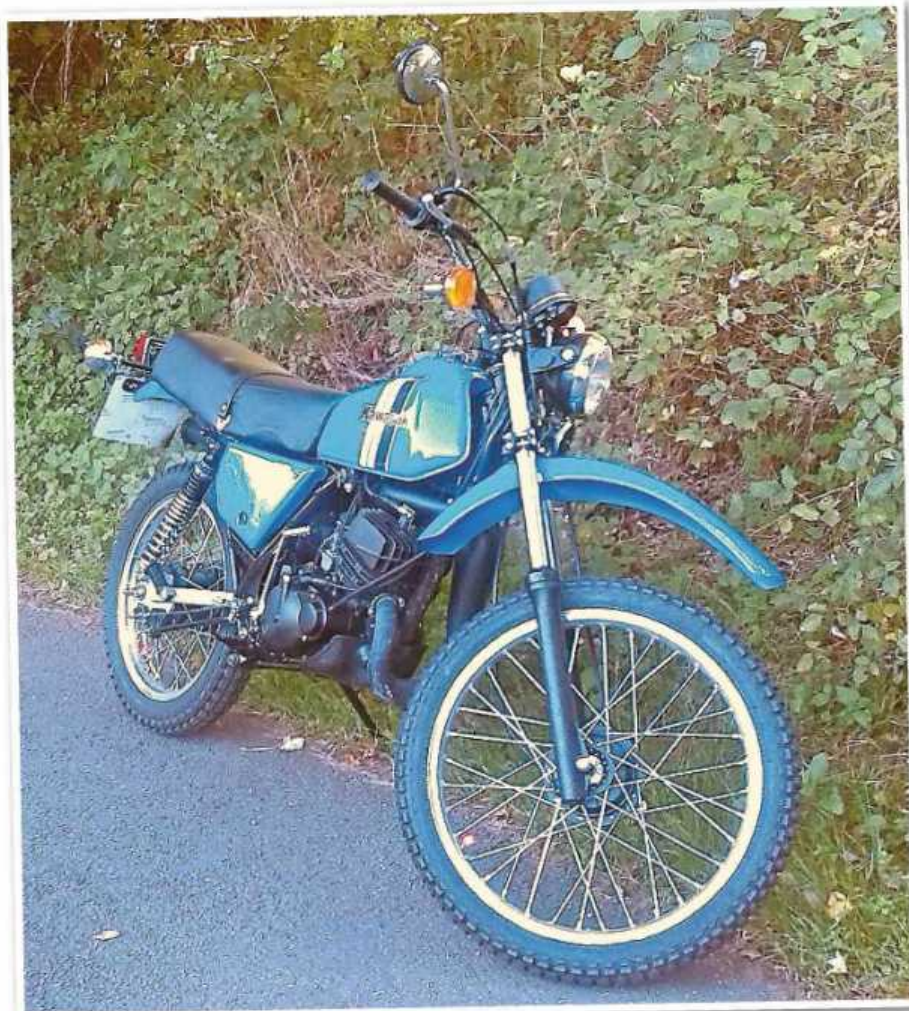
the 26mm Mikuni carb. Ignition was by a flywheel magneto, and the engine easily fired after a couple of kicks of the kick-start lever (remember those)?

By 1970 Kawasaki was claiming 21 horsepower at 7,500rpm from this little motor – though that figure was grossly exaggerated, as dyno tests showed a verifiable 15 horses at the rear-wheel. Possibly at the piston dome, but not on the road... The chassis used a conventional cradle frame with duplex down-tubes, a conventional telescopic fork at the front and a pair of shocks at the back. The front tyre was a 3.00-19, the rear a 3.50-18, and the wheelbase ran a short 52.4in. With a gallon of fuel in the tank, its weight was a mere 250lbs.

Variations on the theme were tried in the Sixties, notably bikes that might be a little rougher and tougher when involved in friendly altercations. As an antithesis to this, there was an electric-start F3 175.

### THE BIKE OF CHOICE

Eventually things would have to change in order to keep up with the competition, so in 1975 Kawasaki decided to split the F7 (numerically moved up from the F3) 175 into a dual-purpose KE (for Enduro) model and a competition KD version with







a slightly peppier motor and no pretensions of being road-legal. This was a direct result of impending tougher emission laws, particularly in the US, and the manufacturers worrying about increased difficulties in getting trail bikes registered.

But the KE was still the bike of choice for many casual riders who were out for a good time rather than serious off-roading. The engine was essentially the same as on the F7, though a new casting covered the entire right side, concealing the carburettor and oil pump. An airbox under the saddle ran the oxygen through a very efficient oil-wet filter, keeping the dirt outside. The seat itself, long and flat, came off in seconds, giving access to the filler for the oil tank, which fed an improved autolube injection system; a little window in the tank/side panel told the rider when to add more oil.

The petrol tank held 1.8 gallons, which only lasted for some 60 miles; this little two-stroke was a thirsty beast. The separate five-speed transmission required its own oil supply, a meagre pint-and-a-half, with a long bendy dipstick to check its level. In the spirit of honesty, the specs in the owner's manual rated the power at 16 horses.

A small battery was fitted under the seat to satisfy the demand for head and tail-lights, even if the engine was not running. A spare 15-amp fuse was stuck in just behind the battery – a nice touch. Standard instruments, speedo and rev counter, were bolted to the top yoke, with indicator lights for neutral, high beam and the turn signals – nothing complicated there.

The KE's frame was a minor variation on the F7's, putting the bike a very little lower to the ground, with a bash-plate protecting the vitals. However, while shorter-legged riders could appreciate this, the lowness put the footpegs in closer proximity to rocks along the way.

The fork had double-action damping and a recommendation to change the oil every 6000 miles. The steering head provided a modest rake of 31 degrees – more for play than sport.

The shock absorbers had air/oil dampers and dual springs with five-way preload adjustment. A skinny little single leading shoe brake on the 21in front wheel was



adequate in the dirt, but a bit weak in traffic. Wheelbase was at 53.9in, and a tight U-turn could be made in just a little more than six feet. Road clearance (unloaded) was officially 9.3in, but put a fat bloke in the saddle and that suffered a serious reduction.

With standard gearing Kawasaki claimed the KE175 could climb a 35 degree slope, which is no mean feat. But this was definitely a ride for the slow-pokers, those who were not in any hurry to get in any sort of trouble and more serious riders gravitated toward the various 250 models.

Until 1980 (when Kawasaki sprang the new KDX175 Enduro on the unsuspecting public with an entirely new chassis and engine) the biggest news was the Uni-Trak single-shock rear suspension, which offered almost 10in of wheel movement, as did the fork. And the all-new engine put out a genuine 20 usable horsepower, though consuming gas at a rate of 25 miles to the gallon.

But the two-stroke era was fast coming to an end and both the KE and KDX were axed after 1982, meaning that the model I have now was one of the last to be brought into the country.

#### WHAT'S IT LIKE TO RIDE?

Time does dull the senses and our bodies are not what they used to be. As an only means of transport for some time I/we did everything on the KE, from day-to-day commuting, to getting out and about at weekends and a few longer trips.

It offered me an introduction into the

world of motorcycling that has seen me through almost 40 years on two wheels.

Now reowning the self-same model (albeit in a more subtle shade of blue) has rekindled that first sense of freedom, a revisit to youth now somewhat with rose-tinted spectacles, as the aged body is less forgiving of the vibrations of this peaky two-stroke. As for the firm ride, there is an amply padded seat that my now amply padded bum gives into after shorter distances than I recall.

But hey, that is not what it is all about, not by a long chalk. If I'd wanted plush comfort I would have got a Goldwing. If I had wanted a watch-like engine I would have bought a four-stroke multi.

What I wanted was a little slice of nostalgia with the credibility to offer a means of getting to and from work if I so wish – an alternative to the cut and thrust of everyday riding with the ability of going green-laning, and a chance to pull a crowd whenever I choose to stop.

So there you have it, the joy of owning a rare piece of motorcycling history that is A2 compliant with the need for some owner input, a manual choke, a manual start and no electronic aids whatsoever.

Those in the know argue that this was so much better than the alternative from Yamaha – the DT175 – which now commands stratospheric prices. It is a viable alternative to a modern A2 class machine and an appreciating investment to boot.

BTW it's up for sale – future plans and all that...

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## Your indispensable guide to brand-new machines

All the stuff you need to know; value for money; key features



# WHICH BIKE

AJS - BMW



## AJS Digita 50 £799

49cc/4T auto/AM licence/2bhp/4.7 ltrs

Scotering for the budget rider, 4-stroke economical engine but only produces 2.1bhp so don't expect much power! They don't get much cheaper though.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Basic 50cc budget scoot.



## AJS Firefox 50 £1049

49cc/2T auto/AM licence/3bhp/4.7 ltrs

This nippy little Firefox was new in 2012, it's a 50cc two stroke with LED lights, rear rack and quite nice styling. Just £1049 on the road so it's worth a look.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Good looking 2 stroke fifty.



## AJS JSM 50 Motard £1599

49cc/2T geared/AM licence/5bhp/8.5 ltrs

The JSM 50 is a great looking two stroke supermotard. It's got 38mm forks, alloy wheels, LED lights and wavy discs.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Smart looking supermotard.



## AJS Modena 50 £1195

49cc/4T auto/AM licence/4.5 ltrs

With classic looks and modern engineering the Modena aims to be fun and value for money.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Alternative retro-looking Vespa



## AJS Bobber 125 £2929

124cc/4T geared/A1 licence/10bhp/8 ltrs

Old school design, twin cylinder liquid cooled power, hard tail suspension and a sprung single saddle. The Bobber needs sitting on to appreciate how mad this 125 looks.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** How cool does that look?



## AJS Daytona 125 £2929

124cc/4T geared/A1 licence/10bhp/14 ltrs

The Daytona 125 forms part of an impressive looking line up of out of the ordinary learner legal and A2 bikes from AJS. Liquid cooled, twin cylinder engine as well!

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Tasty looking learner legal custom bike.



## AJS DD125E-8 MK2 £1749

124cc/4T geared/A1 licence/10bhp/14 ltrs

The DD125E (Regal Raptor) looks quite tasty, or at least it does for a bike costing less than £1800! Don't expect Japanese levels of finish on the chrome and you won't be disappointed.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Custom bike on a budget!



## AJS Eco-3 125 £1199

124cc/4T geared/A1 licence/10bhp/10 ltrs

With a claimed 75mpg and £15 a year road tax a bargain priced commuter bike like the Eco 125 makes a lot of sense.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Economical 4-stroke commuter



## AJS E05 125 MK2 £2929

124cc/4T geared/A1 licence/10bhp/14 ltrs

Twin cylinder liquid cooled engine, twin front discs and the kind of styling usually reserved for bigger bikes, it's an Orange County Shopper! Also available as a 350cc version.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Proper custom style 125!



## AJS NAC12 £1799

124cc/4T geared/A1 licence/10bhp/18 ltrs

You don't get many liquid cooled twin cylinder 125's and this one looks quite cool too with it's rear exit exhausts. We've not ridden it but it should be quite torquey.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Twin cylinder naked 125.



## AJS R7 125 £2150 +OTR

124cc/4T geared/A1 licence/10bhp/

Sharp race styling allied to quality components and a keen retail price could make the R7 a serious choice in the youth, learner and lightweight markets. Available in metallic blue or black.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Single cylinder, four-stroke with sports bike styling



## AJS A9 Flight 125 £1049 TBA

125cc/4T auto/A1 licence/4.7 ltrs

Surprisingly good performance for a budget-priced four-stroke 125cc scooter.

**Tested:** T&G Issue N/A

**Star rating:** ★★★★★☆☆☆

**We say:** Sporty-looking 125 from AJS



## AJS Modena 125 £1099

125cc/4T auto/A1 licence/5bhp/4.5 ltrs

With classic looks and modern engineering the Modena aims to be fun and good value for money.

**Tested:** T&G Issue 98

**Star rating:** ★★★★★☆☆☆

**We say:** Great alternative to a Vespa



## AJS Sorvio 125 £979 +OTR

125cc/4T auto/A1 licence/6kW/6 ltrs

Comes with 5-spoke alloys and stainless luggage rack. Paint quality and overall finish is higher than you could normally expect. Three colour options available.

**Tested:** T&G Issue 106

**Star rating:** ★★★★★☆☆☆

**We say:** Vespa looks at a budget price



## AJS TN12 125 £1899 +OTR

125cc/4T geared/A1 licence/

Front and rear discs with twin pot calipers, digital dash and LED enhanced headlight and tail lights. Available in 7 colour choices.

**Tested:** T&G Issue 105

**Star rating:** ★★★★★☆☆☆

**We say:** Naked sports bike with single cylinder, air cooled balance shaft engine, 5 speed gearbox.



## AJS TN25 £2195

250cc/4T geared/A2 licence/12kW/12.5 ltrs

Single shock rear suspension, conventional hydraulic front shocks, 290mm front and 230mm rear disc brakes, back lit, digital speedo and LED running lights.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Aggressively-styled motorcycle



## APRILIA SR 50 R £2171

49cc/2T /AM licence/7 ltrs

Aprilia's SR 50 R is an out and out sports scoot with a good pedigree. It's liquid cooled two stroke Minarelli engine gives good acceleration and a decent de-restricted speed, plus scope for tuning.

**Tested:** T&G Issue 35

**Star rating:** ★★★★★☆☆☆

**We say:** Great Italian 50.



## APRILIA SR Motard 50 £1971

49cc/2T auto/AM licence/4bhp/7 ltrs

The SR Motard is inspired by super motard styling, it's powered by a two stroke engine so there's tuning potential...

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Nice looking two stroke.

## HOW THE NEW WHICHBIKE GUIDE WORKS

Make and model

Short summary

What it looks like



## GILERA Runner 125 £3670

125cc/4T auto/A1 licence/14bhp/8.5 ltrs

The Runner 125 comes with Piaggio's Leader Jump, a four valve, liquid cooled engine, with as much power as its two-stroke predecessor whilst reducing emissions and fuel consumption.

**Tested:** T&G Issue N/A

**Star rating:** ★★★★★☆☆

**We say:** Larger capacity Runner, great scooter.

Recommended price

Spec details

Last review in T&G

Our verdict/rating





**APRILIA RS4 50 £3371**  
50cc/2T geared/AM licence/14.5 ltrs  
An introduction to the sportsbike world, the RS50 still retains the 2-stroke engine, rides perfectly and looks stunning.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Perfect for budding bikers



**APRILIA RS4 50 REPLICA £3371 OTR**  
50cc/2T geared/AM licence/14.5 ltrs  
A race replica with super sports bikes looks that caters for the moped market.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** The most racey of all Honda's 50s



**APRILIA SR Motard 125 £2321**  
125cc/4T auto/A1 licence/7 ltrs  
The Aprilia SR Motard 125 is powered by an economical 124cc 4-stroke motor. It features 14" wheels, a powerful 220mm front disc and a sumptuous two-tone seat with white stitching.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Well built Italian 4-stroke 125.



**APRILIA RS4 125 £4571 OTR**  
125cc/4T geared/A1 licence/15bhp/14.5 ltrs  
The Aprilia RS4 125 is reborn with a 4-stroke engine and a package of racing technology such as the Aprilia Quick Shift rapid gear change system.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** The younger sister of the RSV4



**APRILIA RS4 125 REPLICA £4571 OTR**  
125cc/4T geared/A1 licence/15bhp/14.5 ltrs  
The Aprilia RS4 125 Replica evolves the concept of a sport bike for the young – both in its livery and its lines.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Twin sister of the RSV4



**BAOTIAN Apollo 10 £899**  
50cc/4T auto/AM licence/4bhp/5 ltrs  
Well priced and stylish looking Baotian for less than £900, a bargain for entry level scootering. It's based on the best selling BT49QT but has some added style and nicer paintwork.  
**Tested:** T&G Issue 91  
**Star rating:** ★★★★★☆☆☆  
**We say:** Tidy budget priced scooter.



**BAOTIAN Apollo 12 £999**  
50cc/4T auto/AM licence/4bhp/5.5 ltrs  
This is the larger 12" wheeled Apollo 12, it's basically the same as the Apollo 10 but with larger wheels for added stability. Not a bad little scooter for less than a grand.  
**Tested:** T&G Issue 91  
**Star rating:** ★★★★★☆☆☆  
**We say:** Less than a grand, you can't go wrong.



**BAOTIAN Eagle 50 £1099**  
50cc/4T auto/AM licence/4bhp/5 ltrs  
Smooth lines, sharp headlamps, a profiled seat and angular mirrors, plus a sports style exhaust, wavy front brake disc, red calliper and sports graphics.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Baotian scooters are great value.



**BAOTIAN Falcon 50 R £1299**  
50cc/2T auto/AM licence/5bhp/6 ltrs  
Designed to turn heads, the Falcon has multispoke alloys, carbon fibre finished mudguard, adjustable rear suspension a two tone seat, LED lamps, halogen headlights and a digital dash.  
**Tested:** T&G Issue 86  
**Star rating:** ★★★★★☆☆☆  
**We say:** Smart looking 2-stroke.



**BAOTIAN Monza 50 £1299**  
50cc/4T auto/AM licence/3bhp/5 ltrs  
The Baotian Monza is a comfortable and practical retro scooter, Italian styling at Chinese prices! Well worth a look if you're on a budget.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Tasty retro 50.



**BAOTIAN Monza 125 £1399**  
124cc/4T /A1 licence/6 ltrs  
Talk about Baotian scooters catching up on the design front! This Monza is gorgeous and comes at a great price. It looks just as good in the flesh and rides well too.  
**Tested:** T&G Issue 80  
**Star rating:** ★★★★★☆☆☆  
**We say:** Stylish retro 125, not bad at all.



**BAOTIAN Citibike 125 £1399**  
125cc/4T /A1 licence/9bhp/6 ltrs  
This 'big-wheeled', full-size commuter is packaged with a learner-legal engine and fully automatic 'twist-n-go' transmission.  
**Tested:** T&G Issue 85  
**Star rating:** ★★★★★☆☆☆  
**We say:** Quite a tasty little commuter.



**BAOTIAN Evolution 125 £1229**  
125cc/4T auto/A1 licence/9bhp/6 ltrs  
The Evolution is a streamlined machine with indicators integrated into the sleek bodywork to complement the halogen headlamps and set the tone for this versatile scooter.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A well priced commuter machine.



**BMW C-Evolution e-scooter £13500**  
133v/Other auto/A1 licence/35kW/  
This is the first e-scooter which has opened our eyes to a future of e-bikes. Even if you're not of the electric vehicle persuasion, you should make a point of trying one simply for the education.  
**Tested:** T&G Issue 99  
**Star rating:** ★★★★★☆☆☆  
**We say:** The future's here.



**BMW G 650 GS £6290 OTR**  
649cc/4T geared/A2 licence/48bhp/14 ltrs  
The BMW GS is well respected and for good reason, it is an excellent and well built machine capable of handling anything you throw at it. Loads of BMW Motorrad extras to add as well...  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A great all rounder, A2 friendly.



**BMW G 650 GS Sertao £6695 OTR**  
652cc/4T geared/A2 licence/48bhp/14 ltrs  
The Sertao is aimed at the rider who likes to get off road, it's got longer travel suspension than the standard GS and is more off road biased.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** More off road biased G 650 GS

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## E&OE

Whilst every effort is made to ensure that these listings are up to date, this information is subject to ongoing change and we can accept no responsibility for any inaccuracies or emissions.



# WHICHBIKE



**BRIXTON BX 125 £1850**  
124cc/4T geared/A1 licence/8kW/  
Awaiting information  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** New brand in UK for 2016



**DAELIM B-Bone 125 £2229 +OTR**  
124cc/4T auto/A1 licence/7.2 ltrs  
The B-Bone, is funkier than a seventies disco. Eye popping looks and style all wrapped around a steel skeleton which is the main design element and also responsible for the scooter's name.  
**Tested:** T&G Issue 73  
**Star rating:** ★★★★★☆☆☆  
**We say:** A stylish 125.



**DAELIM S1 £1999 +OTR**  
124cc/4T auto/A1 licence/9.5 ltrs  
The S1 features a fuel injected engine, digital dash, easy fill fuel filler with 9.5 litre tank, which means you won't have to fill up so often. Price plus OTR costs.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Not a bad little 125.



**DAELIM Daystar 125 £2299 +OTR**  
125cc/4T geared/A1 licence/13bhp/16.8 ltrs  
A high spec bike, with footboards, chain tensioner and many other features all included as standard.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A big bike experience with big bike looks



**DAELIM Roadsport 125 £2750 +OTR**  
125cc/4T geared/A1 licence/15bhp/15 ltrs  
Latest specification 125cc, 4-Stroke, 4-Valve, DOHC, EFI, liquid cooled engine provides all the power you need.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Value for money



**DAELIM S3 125 £2899 +OTR**  
125cc/4T auto/A1 licence/14bhp/12.7 ltrs  
High spec 125 with linked braking system and 'Smart Key' ignition system allowing you to open the seat or start the engine.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** The latest version of Daelim's 125cc engine is powerful, economical and smooth.



**DAELIM Steezer S 125 £2699**  
125cc/4T auto/A1 licence/13bhp/9.6 ltrs  
The Steezer has a liquid-cooled, fuel-injected motor, disc brakes at both ends and a big, clear instrument set.  
**Tested:** T&G Issue 108  
**Star rating:** ★★★★★★★★☆☆  
**We say:** Feet-forward 125 with keyless ignition



**DAELIM Roadsport 250 £2799 +OTR**  
247cc/4T geared/A2 licence/25bhp/15 ltrs  
Same attributes as 125cc version, but with more power.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Bigger brother of the Roadsport 125



**DAELIM S3 Advance 250 £3299 +OTR**  
247cc/4T auto/A2 licence/25bhp/11.5 ltrs  
A tasty looking and fairly quick 250 from Korean company, Daelim. We've ridden this scooter and it does go well and has a class leading power output of 24.6bhp.  
**Tested:** T&G Issue 90  
**Star rating:** ★★★★★★★★☆☆  
**We say:** A powerful 250cc scooter.



**DAELIM Daystar 250 £2999 +OTR**  
250cc/4T geared/A2 licence/23bhp/17 ltrs  
It's a stylish, economical and comfortable retro-styled bike. Enjoyable to ride, not much room for a pillion though. DOHC fuel injected engine is quite powerful too.  
**Tested:** T&G Issue 597  
**Star rating:** ★★★★★★★★☆☆  
**We say:** A good, economical commuter, which corners naturally



**FRANCIS-BARNETT Merlin £3000**  
125cc/4T geared/A1 licence/11bhp/12 ltrs  
Also available as the 'Kestrel' version. Both are restyled versions of the Herald Classic, straight out of China.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★★★☆☆  
**We say:** A blast from the past – is this the ultimate retro 125?



**GENATA CS 125 £1079**  
125cc/4T geared/A1 licence/7kW/  
LED Lighting, digital speedometer, daylight running lights, chrome edged wheels and a unique graphic design signature on the tank.  
**Tested:** T&G Issue 107  
**Star rating:** ★★★★★★★★☆☆  
**We say:** Classic-looking motorcyle



**GILERA Runner 50 £2271**  
50cc/2T auto/AM licence/4bhp/7 ltrs  
Sporty styling and colours set the Giler Runner 50 apart from rivals in the 50cc market. Available in Black Soul or White Soul versions.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** The Runner was the sports scooter to have back in the day.



**GILERA Runner 125 £3271**  
125cc/4T auto/A1 licence/14bhp/8.5 ltrs  
The Runner 125 comes with Piaggio's Leader lump, a four valve, liquid cooled engine. Available in Black Soul or White Soul versions.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Larger capacity Runner, great scooter.



**GILERA Fuoco 500 £7435**  
493cc/4T /A2/B licence/39bhp/12 ltrs  
Reintroduced for 2014 as an LT version you can now ride the aggressive looking Giler Fuoco on a car licence. Mad Max style three wheeler.  
**Tested:** T&G Issue 57  
**Star rating:** ★★★★★★★★☆☆  
**We say:** Mean three wheeled battle wagon!



**GOVECS S3.4 £6240**  
3v/Other auto/A1 licence/3kW/  
The Govecs looks conventional, and without those big 'plug-in' graphics (and lack of exhaust pipe) you'd never guess it was electric.  
**Tested:** T&G Issue 102  
**Star rating:**  
**We say:** European-made electric scooter that tops 50mph



**GOVECS S1.4 £ POA**  
72v/Other auto/AM licence/  
Changeable lithium battery with a weight of only 15 kg and onboard (and optional offboard) charging possibility.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** The "Energy to GO!" package within the GOVECS family.



**GOVECS S2.4 £ POA**  
72v/Other auto/AM licence/  
Also available as a 25 kph and 62 kph "+- version (L3E homologation).  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** The high-performance e-scooter in the Govecs range



**GOVECS T Series £ POA**  
72v/Other auto/AM licence/  
The added flexibility of a cargo box in addition to the standard 170 litres; the flexible mounting system makes it possible to use individually adjusted boxes or even an existing box.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** E-scooter for those who require extra carrying capacity.



**HMC Classic 125 £1650 +OTR**  
124cc/4T geared/A1 licence/11bhp/12 ltrs  
The HMC Classic looks quite retro with it's black engine, detailing and chrome spoked wheels.  
**Tested:** T&G Issue 97  
**Star rating:** ★★★★★★★★☆☆  
**We say:** Retro style 125cc commuter



**HMC Mutt 125 £2500 +OTR**  
125cc/4T geared/A1 licence/11bhp/  
Far more fun than the chunky knobby tyres, wide bars and loud exhaust should have allowed.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A customised bike, based on the company's Classic 125.



**HMC £2750 +OTR**  
250cc/4T geared/A2 licence/21bhp/12 ltrs  
The Classic is an obvious choice for daily use, with its high, wide bars and comfortable, flat pillion seat. Cafe version also available at same price.  
**Tested:** T&G Issue 103  
**Star rating:** ★★★★★★★★☆☆  
**We say:** The bike makes absolute sense as soon as you climb on it



**HONDA Vision 50 £1999**  
49cc/4T auto/AM licence/3bhp/5.5 ltrs  
This smaller capacity version of the 110cc Vision still comes with a fuel injected engine, Hondas excellent build quality and will be very good on fuel.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Classic name brought into the 21st century.



**HONDA Vision 110 £1999 OTR**  
108cc/4T auto/A1 licence/8bhp/5.5 ltrs  
The Vision is very economical with a claimed 140mpg (we managed 121 in issue 83), it also has a Combined Braking System (CBS).  
**Tested:** T&G Issue 83  
**Star rating:** ★★★★★★★★☆☆  
**We say:** A near perfect commuter.



# THE WHEEL DEAL

Here's our roundup of special deals currently being offered by the importers on new bikes. These are only the ones we know about so it's worth shopping around your local dealers to see if they have any of their own.

## DAELIM

Free £249 topbox with S3 Advance 250cc and S3 125cc models.  
Call: 0844 412 8450. Web: [www.daelim.co.uk](http://www.daelim.co.uk)

## GENATA

Yrs warranty assistance/5-year warranty/free delivery with new vehicles.  
Call: 01543 467300  
Web: [www.speedwaymotorcycles.co.uk](http://www.speedwaymotorcycles.co.uk)

## HONDA

Deals (selected models): £99 deposit/0%-6.9% APR over 3 years.  
Call: 0845 200 8000  
Web: [www.honda.co.uk/motorcycles](http://www.honda.co.uk/motorcycles)

## HONLEY

Honley Venturer 250cc for £2,599, while stocks last  
Call: 01484 421 232  
Web: <http://www.honley.bike/>

## JUNAK

50cc scooters on offer, while stocks last. Plus accessories sale  
Call: 07878 404722. Web: [www.hoozar.co.uk](http://www.hoozar.co.uk)

## KAWASAKI

0% APR over three years (min £99 deposit/selected models,); 3% APR over four years or 4% over five years.  
Call: 01628 856750. Web: [www.kawasaki.co.uk](http://www.kawasaki.co.uk)

## KEEWAY

Special low rate 8.9% APR finance deals over four years, with a £99 deposit on selected models.  
Call: 0844 412 8450. Web: [www.keewayuk.co.uk](http://www.keewayuk.co.uk)

## KTM

Free insurance/0% APR option choices on Duke 125  
Call: 01280 709 500. Web: [www.ktm.com/gb](http://www.ktm.com/gb)

## KYMCO

Special low rate of 6.9% over 24 or 36 months.  
Call: 01743 761 107. Web: [www.kymco.co.uk](http://www.kymco.co.uk)

## LML

Special 8.9% APR low rate over 48 months (£99 deposit)  
Web: [www.lml-scooter.co.uk](http://www.lml-scooter.co.uk)

## PEUGEOT

£495 accessory pack for £50 with a Metropolis (subject to conditions). Also own a scooter (only 9.9% APR)  
Call: 01202 810 200. Web: [www.peugeotcooters.co.uk](http://www.peugeotcooters.co.uk)

## PIAGGIO

Finance offers on selected models.  
Call: 0800 818 29800. Web: [www.uk.piaggio.com](http://www.uk.piaggio.com)

## SFM BIKES

Min £99/11.9% APR (24 months) on Roadster, ZX125/ZZ125  
Call: 01202 810 100. Web: [www.sfmikes.co.uk](http://www.sfmikes.co.uk)

## SUZUKI

£55 Datatag fitment. £329 Inazuma 250/Z accessory pack (250F £269, Address 110 £269). 0% APR (selected models)  
Call: 0500 011 959. Web: [www.suzuki.co.uk](http://www.suzuki.co.uk)

## SYM

Up to £200 off selected models while stocks last  
Call: 0844 412 8450. Web: [www.motogb.co.uk](http://www.motogb.co.uk)

## WK BIKES

Up to £700 off selected models. Also £169 free helmet and jacket offer with every new WK bike, subject to availability  
Call: 01507 522 900. Web: [www.wkbikes.com](http://www.wkbikes.com)

## YAMAHA

4.9% APR over 36 months on various 125 and scooter models  
Call: 01932 358 121  
Web: [www.yamaha-motor.co.uk](http://www.yamaha-motor.co.uk)

## EB&E:

Terms and conditions apply to all offers shown. Prices and individual deals shown are subject to change. Check with the importer or your local dealer for up to date information.



### HONDA CB125F £2699 OTR

124cc/4T geared/A1 licence/11bhp/13 ltrs  
If you're looking for a learner-legal 125 and don't want to spend a fortune, but want something that's reliable, dependable and fairly good-looking, the CB125F is well worth a go.

Tested: T&G Issue 105

Star rating: ★★★★★☆☆

We say: Cheap to buy and insure and cheap to run 125cc



### HONDA CBR125R £3599 OTR

124cc/4T geared/A1 licence/13bhp/13 ltrs  
The CBR125R is much nicer to look at and ride than the basic CB125 but the more powerful engine and nicker styling means it also attracts a higher insurance premium.

Tested: T&G Issue N/A

Star rating:

We say: A sporty little number from the mighty H!



### HONDA Forza 125 £3999

125cc/4T auto/A1 licence/15bhp/11.5 ltrs  
The Forza 125 comes with a whole host of new features.

Tested: T&G Issue 104

Star rating: ★★★★★☆☆

We say: Premium styling, comfort and practicality



### HONDA MSX125 £2899 OTR

125cc/4T geared/A1 licence/10bhp/  
It's new and funky, rides very well and is quite quick off the mark. Well worth a try if you're looking for a new 125 and want to be different.

Tested: T&G Issue N/A

Star rating:

We say: Great mid sized Honda.



### HONDA PCX 125 £2699 OTR

125cc/4T auto/A1 licence/6.1 ltrs  
Fun, stylish and reliable commuter with 'idle stop' technology - idle for three seconds and the engine cuts - twist the throttle again and it starts automatically.

Tested: T&G Issue 77

Star rating: ★★★★★☆☆

We say: Well worth a try.



### HONDA SH 125i ABS £3199 OTR

125cc/4T auto/A1 licence/13bhp/7.5 ltrs  
Honda's SH125i now includes amore economical engine with eSP (enhanced Smart power) technology and idle stop. It's claimed to offer 133.9MPG/Non ABS model £2899.

Tested: T&G Issue 89

Star rating: ★★★★★☆☆

We say: Honda know how to build a great scooter.



### HONDA SH Mode 125 £2449 o

125cc/4T auto/A1 licence/11bhp/5.5 ltrs  
This stylish and well spec'd 125 comes with CBS braking, eSP (enhanced Smart Power) liquid cooled engine and idle stop technology. All for a fantastic £2299, a great value efficient scooter.

Tested: T&G Issue N/A

Star rating:

We say: An more affordable version of the excellent SH125i



### HONDA Forza 300 £4599 OTR

279cc/4T auto/A2 licence/25bhp/11.6 ltrs  
The Forza is good looking, comes with C-ABS braking.

Tested: T&G Issue 93

Star rating: ★★★★★☆☆

We say: Sleek, modern mid capacity scooter.



### HONDA CBR300R £3999 OTR

286cc/4T geared/A2 licence/30bhp/13 ltrs  
A great looking sportsbike with ABS as an option for an extra £150. Well worth a look if you want to ride in style but keep insurance costs down to a minimum.

Tested: T&G Issue 96

Star rating: ★★★★★☆☆

We say: Sports bike with Honda quality.



### HONDA CBR500R £5499 OTR

471cc/4T geared/A2 licence/47bhp/15.7 ltrs  
Sharing the same chassis and engine as the CB500F but with a bit of extra power to suit the sportsbike styling. A great economical (76.3mpg) first sportsbike for less than £5000.

Tested: T&G Issue N/A

Star rating:

We say: Sexy A2 class sports bike



### HONDA CB500X £5499

500cc/4T geared/A2 licence/35bhp/17.3 ltrs  
This agile adventure bike commands the terrain, whether you're commuting in the urban jungle or touring uncharted territory.

Tested: T&G Issue N/A

Star rating:

We say: A bike that's hungry for miles



### HONDA Silverwing FJS600 ABS

£6999 OTR  
582cc/4T /A licence/50bhp/16 ltrs  
Honda's Silverwing has the build quality you expect from Honda. See T&G 6, multi test T&G 7, comparison T&G 15. ABS - T&G 28 for details.

Tested: T&G Issue 28

Star rating: ★★★★★☆☆

We say: Big scooter presence and 100mph performance.



### HONDA Integra £7999 OTR

670cc/4T semi-auto/A1 licence/51bhp/14.1 ltrs  
A fusion of bike and scooter which retains that scooter-like identity. Little storage space. Great Honda Dual Clutch Transmission engine and C-ABS.

Tested: T&G Issue 93

Star rating: ★★★★★☆☆

We say: Underestimated, capable machine.



### HONLEY Oliver 110 £1399

102cc/4T auto/A1 licence/110bhp/  
Sporty-looking scooter with a compact design and performance which could easily be mistaken as it being a 125cc machine.

Tested: T&G Issue 101

Star rating: ★★★★★☆☆

We say: A nippy, agile and economic commuter



### HONLEY HD2 £1799

124cc/4T geared/A1 licence/10bhp/13 ltrs  
Nothing too fancy with this Honley HD1 but it offers good value for money and goes quite well too. It's air-cooled, carb fed and fairly basic but does the job.

Tested: T&G Issue 97

Star rating: ★★★★★☆☆

We say: Economical basic commuter, rides well.



### HONLEY HD1 £1699

125cc/4T geared/A1 licence/  
Air-cooled 125cc motorcycle with a lightweight diamond-shaped steel chassis. Available in three colours: black, blue, red.

Tested: T&G Issue N/A

Star rating:

We say: Ideal commuter bike



# WHICH BIKE



**HONLEY HD3 SE 125 £1699**  
125cc/4T geared/A1 licence/10bhp/11 ltrs  
The HD3 is reminiscent of bikes from the golden era. Despite its narrow width, it feels bigger, as the tank is relatively wide. The engine is responsive and has plenty of grunt for a 125.  
**Tested:** T&G Issue 102  
**Star rating:** ★★★★★☆☆☆  
**We say:** Great machine for an unbelievable price



**HONLEY Venturer 250 £2599 (promotion)**  
249cc/4T geared/A2 licence/25bhp/16 ltrs  
With mini adventure styling, three piece luggage and a lively 250cc engine the Honley makes a great commuter, or weekend plaything. Well worth a try if you fancy something different.  
**Tested:** T&G Issue 98  
**Star rating:** ★★★★★★★☆☆☆  
**We say:** Rugged looking 250cc adventure bike



**HYONUNG GV125C £2599 +OTR**  
124cc/4T geared/A1 licence/14 ltrs  
Powerful V-twin 8 valve DOHC motor  
**Tested:** T&G Issue 59  
**Star rating:**  
**We say:** Smaller capacity GV Cruiser variant



**HYONUNG GT125R £2999 +OTR**  
125cc/4T geared/A1 licence/17 ltrs  
DOHC 8 valve fuel injected motor, race suspension, inverted forks, gas charged rear shock, digital instrumentation, adjustable footpegs and race inspired fairing.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Alternative lightweight Sportsbike



**HYONUNG RT125D £2299 +OTR**  
125cc/4T geared/A1 licence/9.1 ltrs  
Funky Retro' styled Sand Bike with balloon tyres and ultra low seat height.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Alternative 'Fun' bike



**HYONUNG GT250RC £3499 +OTR**  
249cc/4T geared/A2 licence/17 ltrs  
The GD250R features a lightweight, high performance chassis with a single cylinder 4 valve DOHC liquid cooled 249cc motor.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Alternative Newcomer



**HYONUNG GD250N £2999 +OTR**  
250cc/4T geared/A2 licence/11 ltrs  
Strong lightweight chassis mated to an engine providing a low to mid-range powerband.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Alternative Lightweight



**HYONUNG GD250R £3299 +OTR**  
250cc/4T geared/A2 licence/11 ltrs  
Lightweight, high performance chassis with a single cylinder 4 valve DOHC liquid cooled 249cc motor.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Alternative Newcomer



**HYONUNG GV250 £3299 +OTR**  
250cc/4T geared/A2 licence/14 ltrs  
The smaller capacity GV Cruiser variants provide a full size Cruiser style with a V-twin 8 valve DOHC motor.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Alternative Lightweight



**JAWA 350 Classic Solo £3295**  
343cc/2T geared/A2 licence/17bhp/17 ltrs  
The 350 Classic retains all the well proven sensible features with the well proven robust twin down tube frame.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Jawa have never been like other 2-strokes - and they still aren't



**JAWA 350 Sport £3595**  
343cc/2T geared/A2 licence/19bhp/17 ltrs  
The Jawa 350 combines a simple design with high quality castings and parts making it an easy motorbike to service.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Another great all rounder from Jawa



**JAWA Retro 350 £3799**  
343cc/2T geared/A2 licence/23bhp/17 ltrs  
If you like old-style two-strokes this is probably your last chance to buy one. It's makes quite a practical all-year round bike; spares are cheap and it should cost very little to run.  
**Tested:** T&G Issue 98  
**Star rating:** ★★★★★☆☆☆  
**We say:** Retro Czech-made two-stroke 350 that's survived for decades.



**JUNAK Vintage 50 £1398**  
49cc/4T auto/AM licence/3bhp/4.6 ltrs  
Imported by Polish company, Hoozar. The design has a smattering of Italian styling which gives it a very 'Vespa-esque' look.  
**Tested:** T&G Issue 107  
**Star rating:** ★★★★★★★☆☆☆  
**We say:** A chic-looking scooter



**KAWASAKI J125 £3700 upwards**  
125cc/4T auto/A1 licence/10kW/13 ltrs  
A direct challenge for the top spot in the high-end 125cc scooter market. Effectively a 125cc version of the popular J300 maxi-scooter  
**Tested:** T&G Issue 109  
**Star rating:** ★★★★★★★☆☆☆  
**We say:** A1 licence-friendly 125cc scooter with the sporty looks of a city sprinter



**KAWASAKI KLX125 £2949 TBC**  
125cc/4T geared/A1 licence/10bhp/7 ltrs  
The KLX125 is simple but effective, a great introduction to the trail bike and whether you want to get off road or not it's also practical in the city.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A practical and stylish 125.



**KAWASAKI Ninja 250SL £3649 +OTR**  
249cc/4T geared/A2 licence/21bhp/11 ltrs  
Sleek, lightweight and compact, yet with true Kawasaki Supersport DNA.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Aggressive Ninja supersport styling



**KAWASAKI Z250SL £3849**  
249cc/4T geared/A2 licence/21bhp/11 ltrs  
Sleek, lightweight and compact, yet with true Kawasaki Supersport DNA.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Super Sports single



**KAWASAKI KLX250 £4149**  
296cc/4T geared/A2 licence/22bhp/7.7 ltrs  
The KLX250 has been around for a while and is a great way to get around town and get dirty if the mood takes you. Not so good for regular motorway use though.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A great looking dual purpose bike.



**KAWASAKI Ninja 300KRT £4899**  
296cc/4T geared/A2 licence/29bhp/17 ltrs  
The Ninja 300 offers increased performance and riding excitement, stunning new styling, ride quality and comfort that eclipses the 250-class.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Race inspired dutch technology plus genuine big bike looks



**KAWASAKI Z300 £4349**  
296cc/4T geared/A2 licence/29bhp/17 ltrs  
An aggressive Supermak design inspired by larger models from the popular Z Series.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Stylish entry-level model.



**KAWASAKI J300 £4049 upwards**  
299cc/4T auto/A2 licence/28bhp/  
The J300 is Kawasaki's first scooter for the UK market, it's based on the excellent Kymco Downtown 300, it costs slightly more for a Japanese badge and a few refinements.  
**Tested:** T&G Issue 97  
**Star rating:** ★★★★★★★☆☆☆  
**We say:** Mean green speed machine



**KAWASAKI ER-6F (A2 restricted) £6049 (ABS version)**  
650cc/4T geared/A2 licence/35bhp/16 ltrs  
Restricted to meet A2 licence requirements, but can be unrestricted after passing full test, thus increasing engine power to 53 kW.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Non-ABS version also available at £5649



**KEEWAY F-act Evo 50 £1199 +OTR**  
50cc/2T /AM licence/4.8 ltrs  
Sporty and modern looks, designed to meet the needs of young riders.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Entry level 50



**KEEWAY Cityblade 125 £1599 +OTR**  
125cc/4T auto/A1 licence/7 ltrs  
Functional with TV and double optical platform. Available in white, black, blue and red.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Keeway's latest scooter offering



# HEATED CLOTHING

As good as winter jackets, trousers and gloves are, heated clothing is your best bet to keep warm on the bike. Don't forget you still need to keep yourself dry with some form of waterproof layering.



## WHY HEATED CLOTHING?

The idea with heated clothing is that if your core is warm, your extremities will be warmer too because of better blood-flow. If you haven't tried heated vests and you feel cold on your bike, they really are worth a go.

## HOW DOES IT WORK?

Some items of heated clothing are powered by a battery that you can carry around with you and recharge in between rides. This means that you can use the clothing for non-motorcycling activities too, which can be an added bonus.

The other option is to have the gear wired to the bike battery. This usually offers more warmth and you won't run out of charge on a longer ride, but you have to remember to disconnect the lead from the battery before you jump off your bike or you risk snapping it.

## WHAT HEATED CLOTHING ITEMS ARE THERE?

There are various heated vests and gloves on offer, with a decent range of brands to choose from, but there are also heated trousers, socks and insoles available, so if you want to you can get kitted in heated gear almost from head to toe.

## WHO IS IT FOR?

Heated clothing may seem like a bit too much of an investment to commit to for the relatively short season in which you might need it, but if you are an all-year round rider who clocks up the miles in all weathers, the benefits of heated clothing can be rather tempting.



### KEEWAY Logik 125 £1899 +OTR

125cc/4T auto/A1 licence/

The Logik 125 is for those seeking quality, value and great handling.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Value for money



### KEEWAY RK 125 £1199 +OTR

125cc/4T geared/A1 licence/12.3 ltrs

Torquey 125cc air cooled engine, coupled to a slick positive gearbox, the RK is easy to ride.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** No nonsense motorcycle



### KEEWAY RKS 125 £1599 +OTR

125cc/4T geared/A1 licence/16 ltrs

Thoroughly modern European styling, well built and engineered the RKS is for the discerning rider.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Stylish no nonsense motorcycle.



### KEEWAY RKS 125 Sport £1799 +OTR

125cc/4T geared/A1 licence/16 ltrs

Combines the best aspects of the sporty world with a revolutionary design.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Sports version of the RKS 125 model



### KEEWAY RKV125 £1799 +OTR

125cc/4T geared/A1 licence/17 ltrs

The RKV features high end quality components to enhance the Sporty look and feel

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Naked 125cc Sports Motorcycle



### KEEWAY Superlight LTD 125 £1899 +OTR

125cc/4T geared/A1 licence/15 ltrs

125cc custom-style motorcycle with counterbalanced 125cc engine.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** The Superlight with a matt paint finish.



### KEEWAY Superlight STD 125 £1899 +OTR

125cc/4T geared/A1 licence/15 ltrs

Custom motorcycle that provides comfort with style. LTD edition also available at same price.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Classic custom motorcycle



### KEEWAY Target 125 £1199

125cc/4T semi-auto/A1 licence/13.8 ltrs

Powered by a punchy 125cc semi-automatic engine capable of providing strong performance without compromising fuel economy.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Latter day incarnation of the Cub



### KEEWAY TX 125SM £1799 +OTR

125cc/4T geared/A1 licence/12 ltrs

Available with either Supertotard alloy wheels and road tyres or Enduro style spoked wheels and knobbies.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Unique off road styling



### KEEWAY TX2 125 £2499 +OTR

125cc/2T geared/A1 licence/11.2 ltrs

125cc, 4-stroke providing more than ample motivation. 17 inch wheels, front/rear disk brakes and a supple suspension set-up.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Enduro-style motorcycle



### KEEWAY Cruiser 250 £2699 +OTR

249cc/4T geared/A2 licence/13.5 ltrs

A myriad of chrome accessories turn this bike into an especially tempting small-displacement custom motorcycle.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** A timeless and attractive design



### KEEWAY Blackster 250 £2899 +OTR

250cc/4T geared/A2 licence/13.5 ltrs

Awaiting information.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Awaiting information



### KSR Moto Epico 50 £ POA

50cc/2T auto/AM licence/3bhp/4.6 ltrs

An affordable entry level city scooter packed with standard equipment including alloy wheels, large storage space, LED rear light, luggage hook, fold-out pillion footrests, and front disc brake.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Decent scoot for the money.



### KSR Moto Onyx 50 £ POA

50cc/2T /AM licence/5.5 ltrs

Sharp lines and elegant chrome styling conveys a cool urban look. Available Mid 2010.

**Tested:** T&G Issue N/A

**Star rating:**



### KSR Moto Sirion 50 £ POA

50cc/2T auto/AM licence/3kW/5 ltrs

Developed by KSR for people who enjoy free and independent lives

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Sports style moped

# TWIST&GO

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# WHICHBIKE



**KSR Moto Code 125 £ POA**  
124cc/4T geared/A1 licence/11bhp/17 ltrs  
This is one of our favourite 125cc budget commuters, it's lively, has great components, is finished well and rides well too. Try one.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Slightly more substantial version of the Worx 125



**KSR Moto Worx 125 £ POA**  
124cc/4T geared/A1 licence/11bhp/16 ltrs  
The KSR Worx is an ideal novice bike, perfect for getting to work on and at this price it won't break the bank.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** A great little commuter bike



**KSR Moto GRS 125 £ POA**  
125cc/4T geared/A1 licence/11bhp/17 ltrs  
If you're looking for a decent little 125cc commuter, or some fun transport to get you from A-to-B you could do a lot worse than the KSR Moto GRS 125.  
**Tested:** T&G Issue 104  
**Star rating:** ★★★★★☆☆☆  
**We say:** Sporty design is not a question of the displacement.



**KSR Moto Soho 125 £ POA**  
125cc/4T auto/A1 licence/12bhp/7.4 ltrs  
The Generic Soho 125 is a large wheeled scooter with quite a high spec that includes a liquid cooled engine, and disc brakes at both ends. It comes with one year warranty, as do all generic models.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** As edgy as districts of London and New York, after which it is named.



**KSR Moto TW 125 £ POA**  
125cc/4T geared/A1 licence/9bhp/7 ltrs  
The TW125 has comprehensive equipment such as upside-down suspension forks and wavey disc brakes.  
**Tested:** T&G Issue 105  
**Star rating:** ★★★★★☆☆☆  
**We say:** For the young at heart.



**KSR Moto Vertigo 125cc (+50cc) £ POA**  
125cc/4T auto/A1 licence/7bhp/  
Vespa-esque styling combines classic lines with modern styling.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Retro style scooter - also available in 50cc version



**KSR Moto Zion 125 £ POA**  
125cc/4T auto/A1 licence/10bhp/8.6 ltrs  
Packed with all the features that a city scooter needs.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** high wheeled commuter style scooter



**KTM Duke 125 £3999**  
125cc/4T geared/A1 licence/15bhp/11 ltrs  
The world's first 125 cc motorbike to offer ABS — thus making the first steps into motorised mobility even safer than ever.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Funky learner legal 125 with attitude!



**KTM RC 125 £4499**  
125cc/4T geared/A1 licence/15bhp/10 ltrs  
The state-of-the-art, water-cooled DOHC engine delivers 15 hp and total race performance for everyday use. Every ride turns into preparation for the next race with the new street-legal KTM RC 125.  
**Tested:** T&G Issue 101  
**Star rating:** ★★★★★☆☆☆  
**We say:** Entry level for ambitious racers.



**KTM Duke 200 £ POA**  
199cc/4T geared/A2 licence/19kW/11 ltrs  
High-tech components, such as the ultra-compact, water-cooled, single-cylinder, four-stroke engine, compact three-chamber silencer, ultralight tubular space frame and 43mm upside-down forks.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** 200cc naked bike with real racing genes



**KTM RC 200 £ POA**  
199cc/4T geared/A1 licence/19kW/10 ltrs  
USD front fork, multifunctional fully digital display and radial brake caliper make the RC 200 an excellent value for money full faired motorcycle.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Premium full-faired eye-catching motorcycle



**KTM Duke 390 ABS £4499**  
373cc/4T geared/A2 licence/43bhp/11 ltrs  
The 390 Duke combines maximum riding pleasure with optimum user value and is superior everywhere where really nimble handling counts.  
**Tested:** T&G Issue 99  
**Star rating:** ★★★★★☆☆☆  
**We say:** The 390 Duke rocks! You really need to ride one.



**KTM RC 390 £4998**  
373cc/4T geared/A2 licence/43bhp/10 ltrs  
Agile, fast and extremely sporty. On road or racetrack, the Moto3 genes are perceptible in every manoeuvre and convey pure race feeling.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** A sports bike in its purest form, reduced to the essentials



**Kymco Agility 50 £1199**  
49cc/4T auto/AM licence/3bhp/6 ltrs  
The least expensive scooter from the Kymco range. Build quality is up to their usual high standards and it comes with a 2 year warranty. Good on fuel too.  
**Tested:** T&G Issue 64  
**Star rating:** ★★★★★☆☆☆  
**We say:** Cheap and cheerful.



**Kymco DJ50s £1299**  
49cc/4T auto/AM licence/3bhp/6 ltrs  
The DJ50 is a basic air cooled four stroke machine but expect around 100mpg, low maintenance costs and reliability. Perfect cheap scootering, ditch the second car and get on to two wheels.  
**Tested:** T&G Issue 88  
**Star rating:** ★★★★★☆☆☆  
**We say:** Tidy scoot at a decent price.



**Kymco Agility RS 50 £1399**  
50cc/2T auto/AM licence/4bhp/5 ltrs  
New RS50 from Kymco, air cooled two stroke engine and black paintwork with contrasting red graphics.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Nice looking 2-stroke 50.



**Kymco Super 8 50 £1599**  
50cc/2T auto/AM licence/4bhp/6 ltrs  
The Super 8 50 2-stroke looks as if it's punching well above its 50cc weight. Perfect for nipping in and out of traffic, this large wheeled scooter is good value.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Flashy looking two stroke.



**Kymco Agility City 125 £1799**  
124cc/4T auto/A1 licence/9bhp/6.5 ltrs  
This is the larger capacity brother to the 50cc City. It comes with a sports screen fitted as standard and those big wheels which give a better ride than smaller wheeled equivalents.  
**Tested:** T&G Issue 83  
**Star rating:** ★★★★★☆☆☆  
**We say:** A great commuter.



**Kymco Agility RS 125 £1699**  
124cc/4T auto/A1 licence/9bhp/6.5 ltrs  
The RS 125 is a sporty little number. It's light, nimble and good looking, not to mention good on fuel with a claimed 100mpg. Seat height is quite high at 800mm though.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Sporty 125 from Kymco.



**Kymco CK1 125 £1999**  
124cc/4T geared/A1 licence/10bhp/13.5 ltrs  
New for 2014 the CK1 is a well styled naked commuter 125, good looks and a great price too.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** New naked learner bike from Kymco



**Kymco People One 125i £2199**  
124cc/4T auto/A1 licence/11bhp/10 ltrs  
The People One 125i comes with alloy wheels and a colour-matched rear top box. It also has a lockable glove box and under seat storage that is large enough to store an open-faced helmet.  
**Tested:** T&G Issue 95  
**Star rating:** ★★★★★☆☆☆  
**We say:** A great looking commuter scooter.



**Kymco Zing II 125 £2599**  
124cc/4T geared/A1 licence/12bhp/  
The Zing II is a cruiser styled machine from Kymco, loads of chrome and gloss black paint set off this laid back machine perfectly. It does actually look quite nice up close.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** For the 'born to be mild' commuter!



**Kymco Agility 125 £1499**  
125cc/4T auto/A1 licence/7bhp/5 ltrs  
The Agility 125 is powered by the latest generation four-stroke air-cooled engine, which is capable of achieving in excess of 100mpg.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Light and agile, which makes it great fun to ride



**Kymco Downtown 125i £3299**  
125cc/4T auto/A1 licence/15bhp/12.5 ltrs  
If you're looking for a classy 125cc scooter then you really should take a look at the Kymco Downtown 125. It oozes quality, rides very well and looks as good as anything else in the class.  
**Tested:** T&G Issue 86  
**Star rating:** ★★★★★☆☆☆  
**We say:** Fantastic 125 but pricey.



# BEST BIKES

## BEST-SELLING COMMUTER BIKES OF 2015

2015 was a fantastic year for commuter bike sales in the UK – the best in 30 years in fact – with more than 43,700 new motorcycles and scooters registered in the 101–125cc category alone, according to the Motorcycle Industry Association (MCIA).

We now have the details of the best-selling bikes, and the winners are:



### BEST-SELLING 0-50CC MACHINE:

#### LEXMOTO SCOUT 49

The Scout 49 from Lexmoto was the best-selling sub-50cc machine in the country. It features decent build quality and reliability and retails at just £649.99. With a 49cc four-stroke engine, this is a machine that is mainly for beginners and short-distance commuters.

Daniel Frost, business development manager at Lexmoto said: "The Lexmoto Scout has been able to provide hundreds of riders with their first taste of life on two wheels in 2015. The affordable nature of the Scout has encouraged many to consider motorcycles and scooters as a viable alternative to public transport and owning a car. We're delighted to see the Scout achieve such high sales and provide a good entry route for new riders to get started on motorcycles and scooters."

### BEST-SELLING 51-125CC MACHINE:

#### HONDA PCX125

The winner in the tightly contested 125cc category was the Honda PCX, a stylish A1 licence-friendly urban scooter that has been real hit with city commuters, not least because of its claimed 133.9 mpg fuel consumption and its reliable four-stroke, liquid-cooled engine.




**KYMCO Like 125 £1899**  
125cc/4T auto/A1 licence/7bhp/8 ltrs  
Front and rear disc brakes, twin adjustable rear shocks and telescopic forks provide a comfortable ride. 12-inch alloy wheels and decent wheelbase keeping things stable.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Retro chic scooter



**KYMCO Super 8 125 £1899**  
125cc/4T auto/A1 licence/9bhp/6.5 ltrs  
Sharp looking sports scooter, fitted with a wavy front disc, twin adjustable rear dampers, short sports screen, alloy wheels and grab rail as standard.  
**Tested:** T&G Issue 73  
**Star rating:** ★★★★★★☆☆  
**We say:** A good looking 125.



**KYMCO Downtown 300i £3999**  
299cc/4T auto/A2 licence/30bhp/12 ltrs  
The Downtown is a class leading machine. It oozes style and top notch build quality. The engine has loads of torque and will do 90mph. It's so good that Kawasaki have used it for 'their' new J300!  
**Tested:** T&G Issue 78  
**Star rating:** ★★★★★★☆☆  
**We say:** One of our favourites in the 300 class.



**KYMCO Xciting 400i ABS £4999**  
399cc/4T auto/A2 licence/35bhp/12.5 ltrs  
New for 2014 the 400cc Xciting looks good and the specs aren't bad. Introduced in T&G in issue 98, we'll be road testing it very soon.  
**Tested:** T&G Issue 98  
**Star rating:** ★★★★★★☆☆  
**We say:** We're Xcited about testing it!



**LEXMOTO FM50 £800**  
49cc/4T auto/AM licence/2bhp/4.6 ltrs  
A budget scooter, but you do get a fuel gauge and underseat space plus an open glove tray behind the front apron. The floor's flat enough to put shopping on, while a screen and topbox are options.  
**Tested:** T&G Issue 103  
**Star rating:** ★★★★★★☆☆  
**We say:** More comfy and secure than 10-inch wheel scooters.



**LEXMOTO Scout 49 £650**  
49cc/4T auto/AM licence/3bhp/  
Popular and cheap first bike.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Simple, affordable scooter



**LEXMOTO Valencia 50 £949.99**  
49cc/4T auto/AM licence/3bhp/4 ltrs  
Funky looking Aprilia Habana lookalike with an economical 4-stroke 50cc engine.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A decent little 50.



**LEXMOTO Vienna 50 £1079.99**  
50cc/4T auto/AM licence/2bhp/6 ltrs  
The elegant curves are a host to components such as a digital speedo, LED indicators and an ignition shield.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A sleek, stylish mixture of retro and classic inspiration.



**LEXMOTO Arrow 125 £849.99**  
124cc/4T geared/A1 licence/10bhp/12.5 ltrs  
Alloy wheels, commuter styling, four stroke engine and a great price makes the Lexmoto Arrow worth a try.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Sturdy little commuter.



**LEXMOTO Ranger 125 £1399.99**  
124cc/4T geared/A2 licence/10bhp/13 ltrs  
The Ranger is good value for money. Showa front forks, practical luggage rack and mean looks for the commuter who likes to be noticed.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Retro cruiser styling!



**LEXMOTO Venom SE 125 £1450**  
124cc/4T geared/A1 licence/9bhp/14 ltrs  
Flashy, sporty 125 with CBB Balance shaft engine. On-bike entertainment is the USP – subtle it's not!  
**Tested:** T&G Issue 107  
**Star rating:**  
**We say:** The only 125 you can buy with built-in MP3



**LEXMOTO Vienna £1100**  
124cc/4T auto/A1 licence/7bhp/6 ltrs  
The Lexmoto's neat, clean styling is an object lesson on how to get it right. You don't get a lot of equipment for the price, but it does have decent underseat storage space. Brakes are good.  
**Tested:** T&G Issue 99  
**Star rating:** ★★★★★★☆☆  
**We say:** Low price is bang on. Fast enough in town, but lacks speed on the open road.



**LEXMOTO ZSB 125 £950**  
124cc/4T geared/A1 licence/8bhp/13 ltrs  
Complimented with a digital speedometer display and a luggage rack the ZSB provides a great value package.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Contemporary take on the traditional bike design



**LEXMOTO Adrenaline 125 £1500**  
125cc/4T geared/A1 licence/8bhp/10 ltrs  
Powered by a Suzuki-licensed GS125 engine.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Mini Supermoto



**LEXMOTO Arizona 125 £1049.99**  
125cc/4T geared/A1 licence/10bhp/13 ltrs  
1970's style cruiser with modern air cooled 4-stroke engine, built with an affordable learner legal budget in mind.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Cruising on a learner licence.



**LEXMOTO Assault 125 £1100**  
125cc/4T geared/A1 licence/10bhp/14.5 ltrs  
The Assault has a suggestion of off-road ruggedness – chunky dual-purpose CST tyres with a fatter 3.00-17 front to give it a bit more heft. The high mounted front mudguard completes the look.  
**Tested:** T&G Issue 109  
**Star rating:** ★★★★★★☆☆  
**We say:** The Assault has a certain style and is offered at a good price.



# WHICH BIKE



**LEXMOTO Dart 125 £949**  
125cc/4T auto/A1 licence/8bhp/4.8 ltrs  
With 14" wheels for added stability, a dual lock ignition to improve security and a 125cc engine the Dart makes a cost effective and useful transport solution.  
**Tested:** T&G Issue 97  
**Star rating:** ★★★★★☆☆☆  
**We say:** New bargain priced commuter from Lexmoto.



**LEXMOTO Diablo 125 £1300**  
125cc/4T auto/A1 licence/7bhp/6.3 ltrs  
Performance you'd expect from a low-powered 125 – it has no trouble keeping up with town traffic, but overtaking on the open road is mostly out of bounds.  
**Tested:** T&G Issue 105  
**Star rating:** ★★★★★☆☆☆  
**We say:** A sporty little scooter



**LEXMOTO FMR 125 £ POA**  
125cc/2T auto/A1 licence/6kW/4.5 ltrs  
Race-inspired design with 4-stroke motor on both the 50cc and 125cc models.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Sports-style scooter



**LEXMOTO FMS 125 £880**  
125cc/4T auto/A1 licence/6bhp/  
Plenty of storage space, up-to-date styling and sleek graphics the FMS is available in blue and red colour schemes.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A large scooter built for comfort and commuting



**LEXMOTO FMX 125 £900**  
125cc/4T auto/A1 licence/6bhp/  
Uses a front and rear disc brake setup, which when combined with the suspension and frame position delivers agile handling and manoeuvrability.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Looks the part with an impressive specification



**LEXMOTO Matador 125 £ POA**  
125cc/4T auto/A1 licence/6kW/  
New 4-stroke motor offering plenty of power and delivers a great riding experience.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Matador adds a zest of fun into Lexmoto's scooter line-up



**LEXMOTO Michigan 125 £1400**  
125cc/4T geared/A1 licence/  
Powered by a four-stroke single-cylinder 125cc engine with a balancer shaft. Cruiser look includes footboards, non-symmetrical tank with stripe decals and a top-mounted registration plate.  
**Tested:** T&G Issue 108  
**Star rating:** ★★★★★☆☆☆  
**We say:** Best attempt yet at a Harley lookalike 125



**LEXMOTO Valencia 125 £960**  
125cc/4T auto/A1 licence/8bhp/4 ltrs  
Larger capacity version of the Valencia with retro styling and increased performance.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Retro chic on a budget.



**LEXMOTO Verono 125 £900**  
125cc/4T auto/A1 licence/6kW/5 ltrs  
Reliable 4-stroke motor delivers great fuel economy and performance. Practical features include a luggage rack and underseat storage.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Classic retro styling for a brilliant price!



**LEXMOTO Vixen 125 £849.99**  
125cc/4T geared/A1 licence/11bhp/12.5 ltrs  
Not everybody's cup of tea but the Vixen is perfect for those who are born to be mild. A great price for a basic custom style machine.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Custom styling on a budget!



**LEXMOTO XTR S 125 £1199.99**  
125cc/4T geared/A2 licence/11bhp/11 ltrs  
The XTR S is the updated version of the XTR and comes with fresh styling and halogen headlights. Another borderline A1/A2 bike.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Sportsbike looks for less than £1200



**LEXMOTO ZSF 125 £1100**  
125cc/4T geared/A1 licence/10bhp/13 ltrs  
The naked styled ZSF uses a YBR engine base, which is a good enough place to start from.  
**Tested:** T&G Issue 106  
**Star rating:** ★★★★★☆☆☆  
**We say:** The ZSF has plenty of showroom appeal



**LEXMOTO ZSX 125 £1400**  
125cc/4T geared/A1 licence/8kW/18 ltrs  
Digital display and convenient storage plus many other features.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Sharp styling and a big road presence



**LEXMOTO ZSX-F 125 £1499**  
125cc/4T geared/A1 licence/8kW/18 ltrs  
Building on the success of the Lexmoto ZSX 125cc the ZSX-F provides upgraded specification for the commuter market. New ZY125 engine delivers smooth and reliable performance.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Half-faired commuter motorcycle



**LEXMOTO ZSX-R 125 £ POA**  
125cc/4T geared/A1 licence/8kW/18 ltrs  
Updated styling sees new graphics, the introduction of a screen and improved spec including USD front fork, Mono rear shock and a rear disc brake.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Honda CBF clone



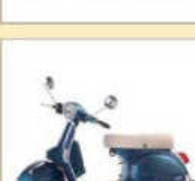
**LML 125 2-stroke £1999 +OTR**  
124cc/2T geared/A1 licence/6bhp/8 ltrs  
Vespa PX clone that features a front disc brake, autolube, electric start, and a catalysed exhaust, although the latter and jetting restrict performance.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Great geared scooter.



**LML 125 Automatic £2299 +OTR**  
124cc/4T auto/A1 licence/9bhp/7 ltrs  
LML have outdone Piaggio by bringing an auto PX style full metal bodied scooter to market, it looks the part and rides well too.  
**Tested:** T&G Issue 93  
**Star rating:** ★★★★★☆☆☆  
**We say:** Automatic engine in the classic Star frame.



**LML 125 2-stroke mk2 £1999 +OTR**  
125cc/2T geared/A1 licence/8 ltrs  
Four speed manual gearbox giving riders the opportunity to get the most from the 125cc single cylinder fan-cooled two-stroke engine. It has a glove box and a spare wheel.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A true design icon



**LML 125 4-stroke £2199 +OTR**  
125cc/4T /A1 licence/5.5 ltrs  
LML are so far the only company to offer the classic PX shape with a modern eco friendly four stroke motor. Build quality isn't quite a match for an Italian scooter but still a good little machine.  
**Tested:** T&G Issue 83  
**Star rating:** ★★★★★☆☆☆  
**We say:** Full metal body and gears!



**LML 125 4-stroke mk2 £2199 +OTR**  
125cc/4T geared/A1 licence/5.5 ltrs  
Modern eco-friendly four-stroke engine and advanced technology, combined with the manual gearbox, and a newly designed instrument panel.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Old school Italian styling



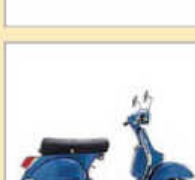
**LML Nuovo 125 mk2 £2399 +OTR**  
125cc/4T auto/A1 licence/  
Retro Italian styling, comprehensive colour range and host of customisable accessories.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** The ideal choice for the daily commute



**LML RS 125 Automatic £2399 +OTR**  
125cc/4T auto/A1 licence/7 ltrs  
Extremely low fuel consumption from it's 7 litre tank.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Italian retro scooter design, coupled with the convenience of an automatic gearbox.



**LML 150 4-stroke £2299 +OTR**  
150cc/4T /A2 licence/5.5 ltrs  
Modern technology and style combine to create a unique scooter. Ideal for city commuting and out in the country.  
**Tested:** T&G Issue N/A  
**Star rating:**



**LML 200 4-stroke £2499 +OTR**  
200cc/4T geared/A2 licence/5.5 ltrs  
Updated LML styling with a number of improvements on previous models.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Retro-styled geared scooter



# SMART HELMET

## BMW CONCEPT HELMET WITH HEAD-UP DISPLAY

BMW Motorrad announced its latest innovations at the Consumer Electronics Show (CES) in Las Vegas on January 6-9, 2016. Among the items was a particular favourite of ours; a smart helmet.



The display options comprise safety-relevant information, for instance data relating to the technical status of the motorcycle, such as tyre pressure, oil level and fuel level, travel speed and selected gear, speed limit and road sign recognition, plus warnings of impending dangers. By means of the future V2V (vehicle-to-vehicle) communication, it might also be possible to display information in real time, for example to give due warning of any suddenly impending hazards.

Moreover, the head-up display also allows the visualisation of content designed to increase rider comfort. An example would be the planned route along with navigation advice prior to commencing a journey.

An action camera pointing forwards, located inside the helmet, can record video footage of the journey directly from the helmet. A second camera oriented towards the rear could, at some point in the future, perform the function of a 'digital rear-view mirror'. And last but not least, this technology also enables the visualisation of other riders in a motorcycle group. This enables the rider to see where his companions are at any given moment.

The helmet, which is also fitted with an integrated mini-computer and loudspeakers, is controlled from the left-hand handlebar multi-controller. As well as operating the camera, this allows the rider to comfortably select the information he requires.

The necessary information display technology can be integrated in existing helmets, without affecting either wearer comfort or rider safety. The operating time of the system with the two replaceable batteries is around five hours.

BMW wants to develop this innovative technology to series-production level within the next few years. We can't wait!



**LML 200 4-stroke mk2 £2499 +OTR**  
200cc/4T geared/A2 licence/5.5 ltrs

Styling updated with a number of improvements including chrome-plated turn indicators and saddle designed for both comfort and that all important vintage, retro look.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Retro scooter styling



**MOTO GUZZI V7 II 750 £7134**

744cc/4T geared/A2 licence/47bhp/22 ltrs

There are three models in the range – the Stone (illustrated), Special and Racer – each with their own styling as well as over 90 bolt-on accessories; the V7 is a bike you can make your own.

**Tested:** T&G Issue 103

**Star rating:** ★★★★★☆☆

**We say:** Retro styled, A2 compliant machine



**MOTORINI EXP 125 £1799**

125cc/4T geared/A1 licence/7kW/12.5 ltrs

Large frame 125cc commuter offering a tall, wide stance. The EXP is at home wherever you go with LED lights, uprated suspension, touring seat, long-range fuel tank with full frame protection.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Adventure style commuter bike



**NECO Abruzzi 50 £1449 upwards**

50cc/4T auto/A1 licence/4bhp/5.8 ltrs

1960's styling with all the modern scooter attributes, electric start, auto engine, front and rear disc brakes etc.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Very tasty 60's style scoot.



**NECO GPX 50 £1299**

50cc/Other auto/AM licence/6.8 ltrs

Available in GPX & GPR versions and styles. 50cc air or liquid cooled engines available.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Sporty-looking moped



**NECO Neco One 50 £899**

50cc/Other auto/AM licence/5.5 ltrs

Available with either 10" or 12" wheels sizes. No 125cc version available.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Moody-looking moped



**NECO Abruzzi 65 £1449 upwards**

125cc/4T auto/A1 licence/5.8 ltrs

Also available as a 50cc.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Early Vespa lookalike



**NIPPONIA Neon 50 £1299**

49cc/2T auto/AM licence/4bhp/5 ltrs

The Neon 50 has conservative styling, an air-cooled two stroke engine, hydraulic disc brakes front and rear, a digital clock, electric start, a rear rack and comes with 2 years warranty.

**Tested:** T&G Issue 90

**Star rating:** ★★★★★☆☆

**We say:** Cost effective commuting.



**MASH Roadstar 400 £3799 +OTR**

398cc/4T geared/A2 licence/29bhp/13 ltrs

If you can live with that unfamiliar badge, the Mash is a good alternative retro to the Enfield Bullet, offering a very different riding experience.

**Tested:** T&G Issue 103

**Star rating:** ★★★★★☆☆

**We say:** Styled in France, made in China, now on sale in Britain



**MOTORINI XP 50 £1199**

50cc/4T auto/AM licence/3kW/6.8 ltrs

12 inch alloy wheels ensure stability; auto on lights and a high intensity LED rear lamp with powerful front disc brake.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** City flair with Italian heritage



**MOTORINI XP 125 £1299**

125cc/4T auto/A1 licence/10bhp/6.8 ltrs

Large 12 inch alloy wheels ensure comfort, while an LED rear lamp with full auto on light ensures you will always be seen.

**Tested:** T&G Issue 104

**Star rating:** ★★★★★☆☆

**We say:** The XP is at home in the city or on the open road



**NECO Azzuro 50 £1099**

50cc/4T auto/AM licence/5 ltrs

Available in 50cc and 125cc versions

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Modern Vespa looks



**NECO Lola 50 £1099**

50cc/2T auto/AM licence/2bhp/

The retro colors are simple but elegant. The Lola 50 features a wide protective floor flat apron.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** For those who desire that little extra.



**NECO Abruzzi 125 £1699 upwards**

125cc/4T auto/A1 licence/7bhp/5.8 ltrs

We've started to see a few of these turning up on scooter rallies recently but with a 55mph top speed you probably wouldn't want to go far on the motorway.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Not quick but looks fantastic!



**NECO Borsalino 125 £1299**

125cc/4T auto/A1 licence/8bhp/4.8 ltrs

Looks like the Aprilia Habana, Honda Joker or Sinnis Spirit but nevertheless if you like a custom looking scooter for a bargain price the Neco Borsalino is worth a look. Also available as a 50cc.

**Tested:** T&G Issue N/A

**Star rating:** ★★★★★☆☆

**We say:** Retro chic



**NIPPONIA Brio £ POA**

120cc/4T auto/A1 licence/9bhp/3.5 ltrs

Eye catching colour combinations

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Fashion conscious high wheel version of an all time classic





**NIPPONIA Dion £1399**  
125cc/4T auto/A1 licence/9bhp/5.1trs  
The Dion looks very similar to the Neon but there are a few subtle differences, like the six spoke wheels, headlights, front grill and mini screen in front of the speedo.  
**Tested:** T&G Issue 90  
**Star rating:** ★★★★★☆☆☆  
**We say:** Stylish commuter.



**NIPPONIA Miro £1399**  
125cc/4T auto/A1 licence/9bhp/5.7 ltrs  
The Miro has conservative styling and should appeal to the more discerning rider. Like the Dion it also has an air cooled engine but has a roomier seat for two up use.  
**Tested:** T&G Issue 90  
**Star rating:** ★★★★★☆☆☆  
**We say:** A decent 125.



**PEUGEOT Kisbee 50 £1199**  
49cc/4T auto/AM licence/6.8 ltrs  
The Kisbee's 49cc 4-stroke engine features a 3 chamber exhaust for extra torque. Generous legroom and slim 780mm-high seat suits all sizes. See launch report in T&G 77.  
**Tested:** T&G Issue 77  
**Star rating:** ★★★★★☆☆☆  
**We say:** A decent little 50.



**PEUGEOT Kisbee RS 50 £1399**  
49cc/4T auto/AM licence/6.5 ltrs  
Sporty RS version of the 100mpg Kisbee with matt black and graphite bodywork, 170mm Shurricane front disc brake, black fork legs, engine cover and 12" wheels with black alloy rims, plus alloy bar ends.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Lovely looking 50cc.



**PEUGEOT Django 50 £2399 +OTR**  
50cc/2T auto/AM licence/3kW/  
Available as the Sport or Evasion versions. There are no significant visual differences between the equivalent 50cc, 125cc and 150cc model variations.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Retro style scooter



**PEUGEOT Kisbee 50 Sportline £1399**  
50cc/4T auto/AM licence/6.5 ltrs  
The Kisbee Sportline has a 170mm Shurricane front disc, 12" black rims, black fork legs and black alloys plus alloy bar ends and special edition seat.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Tasty special edition.



**PEUGEOT Speedfight 3 Iceblade £1999**  
50cc/2T auto/AM licence/4bhp/8.1 ltrs  
As with the Darkside version, a liquid cooled 50cc 2-stroke engine with a white paint job with contrasting graphics, matching wheel rims and wavy disc brake.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Alternative Darkside version



**PEUGEOT Speedfight 3 50 £1799**  
50cc/2T auto/AM licence/8.1 ltrs  
The Speedfight 3 is a class-leading 50cc scooter, great levels of finish, style and performance from the French scooter manufacturer.  
**Tested:** T&G Issue 69  
**Star rating:** ★★★★★★★★☆☆  
**We say:** The 50cc scooter to beat.



**PEUGEOT Speedfight 3 50 Darkside £1999**  
50cc/2T auto/AM licence/8.1 ltrs  
Featuring a liquid cooled 50cc 2-stroke engine, the Speedfight 3 Darkside gets a matt black paint job with contrasting graphics, matching wheel rims and wavy disc brake.  
**Tested:** T&G Issue 69  
**Star rating:** ★★★★★★★★☆☆  
**We say:** We love a good two stroke!



**PEUGEOT Speedfight4 50 £ POA**  
50cc/2T auto/AM licence/  
Two engine choices. The standard model with an air-cooled 50cc 2-stroke power plant, and a 4.8bhp (3.6 kW) liquid cooled version.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Available Summer 2015



**PEUGEOT Streetzone 50 £1599**  
50cc/2T auto/AM licence/3bhp/6.5 ltrs  
Well specced with Roadster handlebars, digital dashboard, upside-down forks, shurricane dual piston front disc brake and 'snakebite' exhaust.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Street style scooter



**PEUGEOT Tweet 50 £1599**  
50cc/4T /AM licence/  
The 50cc version of the big-wheel Tweet also features a 4-stroke engine and disc front brake. It runs on 16" wheels for added stability and makes a perfect commuter.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Worthy large wheeled commuter.



**PEUGEOT Tweet 50 RS £1699**  
50cc/4T auto/AM licence/5.7 ltrs  
Special edition version of the large-wheel Tweet, with shurricane disc brakes front and rear and special edition seat.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Large wheeled scooter for added stability.



**PEUGEOT Kisbee 100 Sportline £1427**  
100cc/4T auto/A1 licence/  
Sportier version of the Kisbee 100 with a few extra goodies, like a larger 170mm wavy Shurricane front disc, red caliper, special edition seat, black forks and wheels.  
**Tested:** T&G Issue 95  
**Star rating:** ★★★★★★★★☆☆  
**We say:** Cheap with a nippy engine.



**PEUGEOT Kisbee 100 £1327**  
100cc/4T auto/A1 licence/6.5 ltrs  
Designed specifically for the urban commuter. Weighs 92 kilograms and powered by a modern four-stroke engine capable of over 100 mpg.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Peugeot's economy commuter scooter



**PEUGEOT Vox 110 £1299**  
110cc/4T semi-auto/A1 licence/7bhp/4.5 ltrs  
Capable of travelling up to 200 miles on a gallon of fuel, the new Vox 110 offers robust, practical and economical everyday transport.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Semi auto commuter.



**PEUGEOT Citystar 125 AC £2599**  
124cc/4T auto/A1 licence/  
Peugeot has replaced the liquid-cooled/fuel-injected/4-valve engine fitted to the top of the range Citystar 125i with a 25 Evo air-cooled 125cc single cylinder/twin valve motor.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Entry level version of executive model



**PEUGEOT CityStar 125i Executive £3399**  
124cc/4T auto/A1 licence/15bhp/9 ltrs  
The CityStar styling is very cosmopolitan and typically Peugeot.  
**Tested:** T&G Issue 81  
**Star rating:** ★★★★★★★★☆☆  
**We say:** Quick and competent.



**PEUGEOT Satelis 2 125i £3999**  
124cc/4T /A1 licence/15bhp/13.5 ltrs  
The Satelis 2 arrived in 2012, with sharper styling and a more economical engine. The learner legal version comes in two versions: Urban and Executive, with ABS and integrated lock.  
**Tested:** T&G Issue 87  
**Star rating:** ★★★★★★★★☆☆  
**We say:** Executive styling, learner licence.



**PEUGEOT Speedfight 3 125 £1999**  
124cc/4T auto/A1 licence/10bhp/7.5 ltrs  
Finally we get a Speedfight 125 and it was worth the wait! Good engine, great brakes, stunning looks and a reasonable price tag make this an attractive machine.  
**Tested:** T&G Issue 98  
**Star rating:** ★★★★★★★★☆☆  
**We say:** Quick and good looking sports 125



**PEUGEOT Speedfight 3 125 Team Sport £2099**  
124cc/4T auto/A1 licence/10bhp/7.5 ltrs  
Sports version of Speedfight 125 in Peugeot's World Rally Championship colours  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Special edition version



**PEUGEOT Speedfight 3 125 Iceblade £2099**  
124cc/4T auto/A1 licence/10bhp/7.5 ltrs  
21mm shurricane front brake, 196mm rear disc, 32mm upside-down front forks and alloy wheels with sports profile 130/60 section tyres.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★★★☆☆  
**We say:** Special edition of 125 Speedfight in white Iceblade colours



**PEUGEOT Speedfight 3 125 Darkside £2099**  
124cc/4T auto/A1 licence/10bhp/7.5 ltrs  
Darkside version has a 215mm shurricane front brake disc, 196mm rear disc, 32mm upside-down front forks and alloy wheels with sports profile 130/60 section tyres.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★★★☆☆  
**We say:** Special black and orange edition



**PEUGEOT Tweet 125 £1799**  
124cc/4T /A1 licence/5.5 ltrs  
Featuring large 16-inch wheels, 33mm telescopic front forks and an adjustable rear shock absorber, the Tweet delivers superb stability and sure-footed handling.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆☆  
**We say:** Great handling town scooter.



## BYE BYE PAPER LICENCE

Did you know that since the paper counterpart driving licence is no longer valid in the UK, you can now go online to check your licence details and share them with anyone who needs to see them?

Since June 2015, paper counterpart driving licences have no longer been issued in the UK. The photo card driving licence used since 1998 is still valid, as are paper driving licences issued before the photo card was introduced. But all records of points and penalties will be kept online, rather than on paper, hence there is no need for the paper counterpart.

As the paper counterpart is no longer used, you now have to share your licence online with anyone who needs to check it. This could be your employer, if you need to drive a work vehicle, a hire car company when you go on holiday, your insurance company, or a bike dealer who wants to see your details before they let you take one of their bikes out for a test ride.

The way the system works is that you go to the DVLA website ([www.gov.uk/view-driving-licence](http://www.gov.uk/view-driving-licence)) where you can view your driving record, check any penalty points or disqualifications you have, or create a licence 'check code' to share your driving record with someone. In order to access the system you need your driving licence number, your National Insurance number, and the postcode on your driving licence. The code you create will be valid for 21 days. All you need to do then is give that code to the person who needs to check your licence details.

The official advice from the DVLA is to tear-up and throw away your paper counterpart licence, although motoring organisations have said you should keep hold of it. It might still be accepted when hiring a car abroad. Personal experience from recently hiring a vehicle abroad is that they're not interested in either the paper counterpart or the code (they have your credit card details after all), but it's always best to take that code with you on holiday in case you need it.



**PEUGEOT Vivacity 3 125 £1799 OTR**  
124cc/4T /A1 licence/6kW/7.5 ltrs  
Excellent fuel economy and emitting approximately 30% less CO2 than most small cars, the Vivacity 125 is kind to both the environment and the wallet.  
**Tested:** T&G Issue 76  
**Star rating:**  
**We say:** All round appeal for daily commuters



**PEUGEOT Citystar 125i RS £3599**  
125cc/4T auto/A1 licence/10bhp/9 ltrs  
Well-built with powerful brakes, good engine and superb handling.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Competent



**PEUGEOT Django Allure £2999**  
125cc/4T auto/A1 licence/8 ltrs  
Grey wheels, whitewall tyres and 3-tone seat. Painted/chrome mirrors. Flyscreen, topcase, backrest and chrome rear rack. Also available as A2 150cc version (£3099).  
**Tested:** T&G Issue 102  
**Star rating:** ★★★★★★☆☆  
**We say:** Range-topping Django model, with two-tone bodywork



**PEUGEOT Django Evasion £2799**  
125cc/4T auto/A1 licence/8bhp/8 ltrs  
Available in two-tone Pistachio, Dragon Red, Rocky Blue or Vitamin Orange, with white wheel rims, white-wall tyres, fly screen and chrome front rack. Also available as a 150 version (£2899).  
**Tested:** T&G Issue 102  
**Star rating:** ★★★★★★☆☆  
**We say:** Retro version of Peugeot's Django



**PEUGEOT Django Heritage £2499**  
125cc/4T auto/A1 licence/8bhp/8 ltrs  
Available in a choice of four retro monochrome colours, with white wheel rims, double stitched dual seat and aluminium passenger hand-grips.  
**Tested:** T&G Issue 102  
**Star rating:** ★★★★★★☆☆  
**We say:** Inspired by Peugeot's S55 scooter of 1953



**PEUGEOT Django Sport £2799**  
125cc/4T auto/A1 licence/8 ltrs  
Equipped with Synchro Braking Control (SBC), which distributes braking effort simultaneously between the front and rear 200mm disc brakes.  
**Tested:** T&G Issue 102  
**Star rating:** ★★★★★★☆☆  
**We say:** Sport version of Peugeot's Django



**PEUGEOT Satelis 2 125i RS £4199**  
125cc/4T /A1 licence/11bhp/  
Satelis 2 boasts a modern look and includes numerous features.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Sport version of standard model



**PEUGEOT Tweet 125 RS £1899**  
125cc/4T auto/A1 licence/5.7 ltrs  
Sporty version of the big wheel Tweet 125, with special colour scheme and special edition seat with red stitching. There are shuriken disc brakes front and rear and polished alloy wheel rims too.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A fine looking 125.



**PEUGEOT Django Allure 150 £3099**  
150cc/4T auto/A2 licence/8bhp/8 ltrs  
Two-tone bodywork, flyscreen, whitewall tyres, SBC braking, topcase, passenger backrest and chrome rear luggage rack.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Spec similar to 125cc version



**PEUGEOT Django Evasion 150 £2899**  
150cc/4T auto/A2 licence/8bhp/8 ltrs  
Comes with white wheel rims, whitewall tyres, flyscreen and chrome front luggage rack as standard. SBC linked brakes.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Spec similar to 125cc version



**PEUGEOT Django Heritage 150 £2599**  
150cc/4T auto/A2 licence/8bhp/8 ltrs  
Larger engine version producing 10% more power than the standard 125cc motor.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Spec similar to 125cc version



**PEUGEOT Django Sport 150 £2899**  
150cc/4T auto/A2 licence/8bhp/8 ltrs  
Equipped with Synchro Braking Control (SBC) which distributes braking effort simultaneously between the front and rear 200mm disc brakes.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Spec similar to 125cc version



**PEUGEOT Satelis 2 300i £3999**  
300cc/4T /A2 licence/22bhp/8 ltrs  
Underseat storage bay capacity increased by 12% and even an internal light so you can find your luggage in the dark.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** New fuel efficient 300cc engine with more BHP



**PEUGEOT Metropolis 400i £6999**  
400cc/4T auto/A1 licence/35bhp/13 ltrs  
Designed for safety and stability, the Metropolis 3-wheeler has dual tilting front wheels that can be locked electrically at low speed, Synchro Braking System and even a tyre pressure monitor.  
**Tested:** T&G Issue 97  
**Star rating:** ★★★★★★☆☆  
**We say:** New three wheeled kid on the block!



**PEUGEOT Metropolis 400RS £7199**  
400cc/4T auto/A2 licence/35bhp/13 ltrs  
Special edition version of Peugeot's Metropolis 3-wheeler, with tinted sports screen and sports seat.  
**Tested:** T&G Issue 99  
**Star rating:**  
**We say:** Ultra modern 3-wheeler scooter



**PEUGEOT Metropolis Blue Line £7199 OTR**  
400cc/4T auto/A2 licence/35bhp/13 ltrs  
Distinctive two-tone bodywork enhanced by black wheels with blue detailing, a dual-texture sport seat with blue stitching, a low-profile smoked sport windscreen and black engine casing.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Special edition version



# WHICH BIKE



**PEUGEOT Satelis 400 RS £4599**  
400cc/4T auto/A2 licence/24bhp/8 ltrs  
The straightforward sports scooter for those who can't afford a Tmax  
**Tested:** T&G Issue 107  
**Star rating:**  
**We say:** A thoroughly competent big scooter



**PIAGGIO Liberty 50 £2021**  
49cc/2T auto/AM licence/4bhp/6 ltrs  
The successful Liberty now has a Hi-per engine as well as a cosmetic make over. Back home in Italy this scooter is massive but never really caught on over here. Launch test T&G 29.  
**Tested:** T&G Issue 29  
**Star rating:** ★★★★★★☆☆  
**We say:** Great high wheeled scooter.



**PIAGGIO Typhoon 50 £1871**  
49cc/2T auto/AM licence/4bhp/7 ltrs  
The Typhoon is a great looking scooter, it's popular with youngsters and ideal for the adventurous commuter too.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Modern funky fifty.



**PIAGGIO Fly 50 £1771**  
50cc/4T auto/AM licence/3bhp/7.5 ltrs  
The Piaggio Fly 50 is the perfect way to get on to two wheels. Light and easy to handle, it comes with a 2 stroke 50cc engine for maximum performance and impressive economy.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Not a bad 50.



**PIAGGIO Zip 50 £1371**  
50cc/2T auto/AM licence/4bhp/7.3 ltrs  
The compact Zip has been used to good effect in scooter racing, great chassis, handles well and has scope for tuning. Makes a good commuter tool too.  
**Tested:** T&G Issue 30  
**Star rating:** ★★★★★★☆☆  
**We say:** Compact fun fifty.



**PIAGGIO Fly 125 £2071**  
124cc/4T auto/A1 licence/15bhp/7.5 ltrs  
Powered by the same excellent 3-V engine as the Vespa LX. The rear shocker has 4 position adjustment. There is a 36l top box fitted as standard as well as a usable bag hook.  
**Tested:** T&G Issue 40  
**Star rating:** ★★★★★★☆☆  
**We say:** Useable modern 125.



**PIAGGIO Typhoon 125 £2271**  
124cc/4T auto/A1 licence/7 ltrs  
The Typhoon was completely revised in 2011 and about time too! With a solid chassis, decent engine and sporty styling the Typhoon is the perfect option for getting around town in style.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Chunky and modern.



**PIAGGIO X EVO 125 Sport £3771**  
124cc/4T auto/A1 licence/15bhp/12 ltrs  
The Piaggio XEvo 125 Sport is the perfect blend of sports styling, comfort, design and easy handling.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A fantastic stylish scooter.



**PIAGGIO Liberty 125 3V £2371**  
125cc/4T auto/A1 licence/15bhp/6 ltrs  
The 125cc Liberty (now with 3V engine) is great around town. Available extras include colour co-ordinated panniers and top box. Complete with two year warranty.  
**Tested:** T&G Issue 53  
**Star rating:** ★★★★★★☆☆  
**We say:** Been around a while but still competent.



**PIAGGIO MP3 Yourban LT Sport 300ie £6134**  
278cc/4T auto/A2 licence/23bhp/10.8 ltrs  
Like the name suggests this is the new sportier version of the MP3 Yourban LT. The slightly wider front allows it to be ridden on a car licence whilst still retaining all the benefits of a scooter.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Who needs a bike licence?



**PIAGGIO MP3 Yourban LT 300ie £6134**  
278cc/4T auto/A2 licence/22bhp/10.8 ltrs  
The Yourban LT can be ridden on a car licence thanks to it's extra wide front wheel spacing. If you've been afraid of getting on two wheels why not give three a chance?  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Car drivers give it a go...



**PIAGGIO Beverly 350 SportTouring £4692**  
330cc/4T auto/A2 licence/33bhp/13 ltrs  
The Beverly 350 SportTouring comes with Piaggio's latest engine, it's light, powerful and very user friendly. The Beverly SportTouring also comes with ASR (traction control) and ABS  
**Tested:** T&G Issue 84  
**Star rating:** ★★★★★★☆☆  
**We say:** The class leader!



**PIAGGIO X10 350 Executive £5592**  
330cc/4T auto/A2 licence/33bhp/15.5 ltrs  
With ABS and ASR traction control as standard this new X10 should tick a few of the right boxes. The 330cc engine is a class leading lump, producing 33.3hp and providing loads of useful torque.  
**Tested:** T&G Issue 87  
**Star rating:** ★★★★★★☆☆  
**We say:** One of our favourites.



**PIAGGIO MP3 500ie Sport ABS £7735 OTR**  
493cc/4T auto/A2 licence/39bhp/12 ltrs  
The most powerful MP3 to date, can be driven on a car (or bike) licence with correct licence entitlement. Chrome detailing looks pretty mean!  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Ultimate three wheeled fun.



**PIAGGIO X10 500 Exec ABS £6412**  
493cc/4T auto/A2 licence/41bhp/15.5 ltrs  
Executive styling and plenty of toys, including ASR traction control, ABS, LED lighting and electronically adjustable suspension. We've not ridden it yet but it'll be in dealers very soon.  
**Tested:** T&G Issue 99  
**Star rating:** ★★★★★★☆☆  
**We say:** 500cc version of Piaggio's X10 flag ship



**PIAGGIO MP500 LT Business £7735**  
500cc/4T auto/A2 licence/40bhp/12 ltrs  
'Business' plate on rear, chrome-plated exhaust pipe, brown saddle with dual lining, dedicated rear-view mirrors, gunmetal grey finish on central tunnel, handlebars and the passenger handles.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Business version of MP3 Sport



**PULSE Lightspeed 50 £899**  
4T auto/AM licence/3bhp/4.5 ltrs  
Decent-looking scooter for less than a grand.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Baby brother of 125 version



**PULSE Scout 49 £649.99**  
50cc/4T auto/AM licence/3bhp/6.5 ltrs  
An ideal starter machine for those on a limited budget, just £649.99 for a brand new 50cc scooter, you can't buy a decent mountain bike for that!  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Yes the price is correct!



**PULSE Adrenaline 125 £1399**  
125cc/4T geared/A2 licence/11bhp/10.6 ltrs  
The flagship 125 from the Pulse range, five speed box, road tyres, 12 month warranty and good looks. All for less than £1500. Borderline A2 licence according to manufacturer.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Good looking, well priced.



**PULSE Lightspeed 2 £929.99**  
125cc/4T auto/A1 licence/8bhp/4.5 ltrs  
The Pulse Lightspeed 2 is a decent looking four stroke 125cc scooter, it's got disc brakes at both ends, a rear carrier and has a claimed MPG of 100, all for less than a grand.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Another half decent sub £1000 scooter.



**PULSE Phantom 125 £939.99**  
125cc/4T /A1 licence/8bhp/6.3 ltrs  
This is the larger capacity version of the Phantom, this one comes with a 125cc four stroke engine and the same great styling.  
**Tested:** T&G Issue N/A  
**Star rating:**



**PULSE Adrenaline 250 £1899**  
249cc/4T geared/A2 licence/10.6 ltrs  
Great value well spec'd 250cc bike from Pulse Motorcycles.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Larger capacity version of the top selling Adrenaline.



**QUADRO S 350 £5995**  
346cc/4T auto/A2 licence/27bhp/13 ltrs  
A big three-wheeler with larger wheels and a wider profile than Piaggio's MP3 - but it's a lot lighter, so is easier to handle.  
**Tested:** T&G Issue 103  
**Star rating:**  
**We say:** Corners don't seem to upset the Quadro

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# WET RIDING



## QUADRO 4 £8499 OTR

350cc/4T auto/A2 licence/30bhp/15 ltrs  
The Quadro 4 adopts a retuned version centrally mounted with traction on both rear wheels via an integrated differential.

**Tested:** T&G Issue 106

**Star rating:** ★★★★★☆☆

**We say:** Grip and stability at a whole new level



## RIEJU RS Sport 50 £2120

49cc/2T auto/AM licence/4bhp/9.5 ltrs  
A nifty little two stroke sports scooter from Spanish firm, Rieju. The scooter uses the popular Yamaha/Minarelli engine so there's plenty of potential for tuning.

**Tested:** T&G Issue 90

**Star rating:** ★★★★★☆☆

**We say:** Sporty little two stroke.



## RIEJU MRT 50 Pro SM £2399 POA

50cc/2T geared/AM licence/6.3 ltrs

The New Generation AM6 6 speed 2 stroke liquid cooled motor features a special power up cylinder combined with an alloy exhaust silencer to provide optimum power and torque levels.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Based on the MRT 50 Supermotard



## RIEJU RS3 50 £ POA

50cc/2T geared/AM licence/2bhp/12 ltrs

The Rieju is only rivaled on looks by the Aprilia RS-4, but that comes with a weedy four stroke engine, you can't beat two stroke thrills.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** The sexiest new 2-T 50cc bike.



## RIEJU RS3 50 Pro £ POA

50cc/2T geared/AM licence/2bhp/12 ltrs

The RS3 50 Pro is special in every way. It features huge 40mm USD forks, alloy swing arm. Limited edition castrol paint work, LED running lights and loads more goodies.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Even sexier than the standard RS3



## RIEJU Urban Blast 50 £1999 TBA

50cc/2T auto/AM licence/9.5 ltrs

Perfect for your daily commute or weekend blast into the city.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Urban style moped scooter



## RIEJU MRT 125 Pro SM £3049 POA

125cc/4T geared/A1 licence/6.3 ltrs

Hi end suspension is provided by 40mm Marzocchi front forks, Rieju's Progressive Racing System, mono gas shock rear shock with remote reservoir.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Smaller sibling to 200cc version



## RIEJU RS3 125 £ POA

125cc/4T geared/A1 licence/15bhp/12 ltrs

Radial brakes, great looks and fine handling add up to a great package with this RS3 125.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Pukka sports bike, cheaper than the competition.



## RIEJU MIUS £3099

Other auto/AM licence/4kW/

This funky looking MIUS is electric and can be ridden on a moped licence. It has a range of 25 miles on a charge and if you want a bit more power there is a 40mph model available too.

**Tested:** T&G Issue 88

**Star rating:** ★★★★★☆☆

**We say:** As electric scoots go this is quite a good one.



## RIEJU 50 SM £ POA

50cc/2T geared/AM licence/6.3 ltrs

Aggressive modern bodywork and headlight design brings big bike looks.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Entry level 50cc Supermoto



## RIEJU NKD RS Sport 50 £ TBA

50cc/2T auto/AM licence/9.5 ltrs

More gadgets than you can shake a stick at.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Street fighter style moped



## RIEJU RS3 50 NKD £ POA

50cc/2T geared/AM licence/2bhp/12 ltrs

The RS3 NKD is a lovely looking liquid cooled two stroke, it's got all the great features we expect from the RS3 but has been stripped back for that much loved naked style.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Tasty 50cc naked RS3.



## RIEJU Tango 50 LC £2160

50cc/2T geared/AM licence/2bhp/5.5 ltrs

The Tango features the popular liquid cooled Minarelli AM6 2-stroke engine, front and rear disc brakes (220/200mm), 37mm Paioli front forks and mono shock rear suspension.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** A practical fifty.



## RIEJU City Line £3899 POA

125cc/4T auto/A1 licence/10 ltrs

Powered by a 4-valve liquid cooled 125cc electronic fuel injection engine made in Europe.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Manufactured for urban and intercity travel



## RIEJU MRT125 AC £2344 POA

125cc/4T geared/A1 licence/6.3 ltrs

The design is characterised by its low maintenance and frugal fuel consumption, combining a big bike feel with a quality ride perfect for your first motorcycle or commuting.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Perfect for first time riders.



## RIEJU RS3 125 LC NKD £2899

125cc/4T geared/A1 licence/15bhp/12 ltrs

THE NKD is a stripped down RS3 and has all the same attributes but with added aggression thanks to it's streetfighter styling.

**Tested:** T&G Issue 92

**Star rating:** ★★★★★☆☆

**We say:** A mean streetfighter 125, great bike.

## TOP TIPS FOR WET WEATHER RIDING

Nobody particularly enjoys riding in the rain, but most of us end up spending some time on wet roads. Here's some advice from Mark Lewis, director of standards at the Institute of Advanced Motorists (IAM) on how to make your riding experience in wet weather a safe and enjoyable experience.



- Begin with pre-ride checks of tyres, lights and lubricant. Too little tread, sidewall damage and low pressure could each contribute to a sudden loss of grip or tyre failure.
- Don't forget to switch your lights on if you feel you might not be seen, especially in poor conditions or at dusk.
- Make all your inputs, whether steering, braking or acceleration, as smooth as you can.
- Keep your visor clean and if you don't have a Pinlock system, ensure it is treated with a fog-resistant product.
- Visibility will be seriously reduced on busy roads due to spray. Anticipate that you may not have been seen by other road users and plan accordingly. Reduced visibility may increase blind spot areas for other motorists – consider your positioning to be seen.
- It might sound obvious, but make sure you stay as dry as possible. Old leaky clothing will sap your heat, strength and concentration.
- Be extra careful at roundabouts, near petrol station forecourts and on newly laid tarmac for oil on the road. Oil will sit above the water and is not always visible.
- Finally, take extreme care when riding over standing water. You have no idea how deep it may be or what may be below the surface. Grip the bars firmly and try to keep the machine as upright as possible. Remember to try your brakes after exiting deep water and periodically in wet conditions.

*Mark is a former advanced police motorcyclist with 37 years of biking know-how. He also rode police bikes operationally in London and one year he clocked up 18,000 miles on 'blue lights' and siren duty. He has also been an examiner for police motorcycle students.*



# WHICHBIKE



**RIEJU Tango 125 AC £2319**  
125cc/4T geared/A1 licence/11bhp/5.5 ltrs  
Lightweight, easy handling and rugged good looks set the Tango 125 apart. It makes an ideal commuter and is good for a bit of weekend green lanning too.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Dual purpose rugged 125.



**RIEJU Marathon 200 Pro SM £ POA**  
200cc/4T geared/A2 licence/6.3 ltrs  
Uses the liquid cooled Yamaha 4-stroke 4-valve engine combined with a light weight alloy silencer for maximum power to weight ratio.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Compact dual beam chassis provides perfect weight distribution.



**RIEJU Tango 250 £3219 POA**  
250cc/4T geared/A2 licence/16bhp/5.5 ltrs  
Great looking 250cc version of the Tango, dual purpose machine comes with on/off road tyres. Engine isn't the most powerful 250 but does the job well enough.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Great looking 250cc dual purpose bike.



**RIEJU City Line 300 £4299 POA**  
300cc/4T auto/A2 licence/10 ltrs  
Powered by a 4 valve liquid cooled 300cc electronic fuel injection engine made in Europe.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Designed and manufactured for urban and intercity travel



**SCOMADI TL50 £1995**  
50cc/4T auto/AM licence/2kW/11 ltrs  
Classic lines with modern engine and spec.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Retro ride, or modern classic?



**SCOMADI TL125 £2572**  
124cc/4T auto/A1 licence/10bhp/11 ltrs  
The TL125 is physically the same size as the 50cc version with identical styling, but the capacity makes the scooter much more useable in the real world.  
**Tested:** T&G Issue 106  
**Star rating:** ★★★★★☆☆☆  
**We say:** Retro ride, or modern classic?



**SCUTUM S02 £5495**  
4000w/Other auto/A1 licence/6kW/  
PERFORMANCE & BATTERY OPTIONS BATTERY POWER / LIMITED SPEED / AVERAGE RANGE 1.5 kWh / 55 km/h / 30 km3 kWh / 80 km/h / 50 km4.5 kWh / 80 km/h / 75 km6 kWh / 80 km/h / 100 km  
**Tested:** T&G Issue 107  
**Star rating:** ★★★★★☆☆☆  
**We say:** One of the best e-bikes around



**SFM Bikes Roadster 125 £1527**  
125cc/4T geared/A1 licence/17 ltrs  
Many practical features, including side and centre stands, rear luggage rack, rev counter and gear indicator and a stainless steel silencer.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Traditionally styled motorcycle



**SFM Bikes ZX125 £1927**  
125cc/4T geared/A1 licence/11bhp/  
We've not ridden these yet but the SFM Bikes ZX125 looks the part and the price is quite reasonable.  
**Tested:** T&G Issue 98  
**Star rating:**  
**We say:** New enduro style 125.



**SFM Bikes ZZ125 £1927**  
125cc/4T geared/A1 licence/12bhp/  
Great styling, wavy disc brakes and an 11.5 bhp engine should ensure this SFM ZZ125 is a fun bike for the road.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Super motard style 125 from SFM Bikes



**SINNIS Flair £799**  
49cc/4T auto/AM licence/3bhp/6 ltrs  
The Flair's 4-stroke engine is designed for zipping through city traffic.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Budget recession-busting scooter



**SINNIS Phoenix 50 £1175**  
49cc/2T auto/AM licence/3bhp/4.7 ltrs  
Sports 2-stroke with Italian colour scheme, digital dash, LED lighting and high performance.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Great looking sporty 50.



**SINNIS Street 50 £849**  
49cc/4T auto/AM licence/6 ltrs  
Latest city commuter from Sinnis with Italian styling, build quality and comfort.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Budget city commuter



**SINNIS Harrier 125 £999**  
124cc/4T auto/A1 licence/6kW/6 ltrs  
The Harrier's visual looks are pleasing, especially on the tricolour bodywork option. A sporty-looking scooter with styled LED indicators, alloy wheels and Chrono dash.  
**Tested:** T&G Issue 106  
**Star rating:** ★★★★★☆☆☆  
**We say:** Sports City commuter.



**SINNIS Max II £1029**  
124cc/4T geared/A1 licence/12bhp/14 ltrs  
A proven learner/commuter bike, said to be reliable and with robust build quality & a low seat height to ease riders into the world of motorcycling! Built by Qingqi, who also build for Suzuki/Peugeot.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Comfortable commuter.



**SINNIS Scrambler 125 £1695 +OTR**  
124cc/4T geared/A1 licence/10 ltrs  
Old school high rise exhaust, and 70s retro feel and riding make this a classic worth savouring.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Available as a Limited Edition only



**SINNIS Trackstar 125 £1495**  
124cc/4T geared/A1 licence/12bhp/10.6 ltrs  
A laid back flat track inspired 125, low seat height, compact feel and low weight makes it an ideal bike for the less experienced rider. Designed in Brighton!  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Flat track on 'L' plates!



**SINNIS Apache 125 £1595**  
125cc/4T geared/A1 licence/12bhp/10.6 ltrs  
43mm USD forks, braided hoses, LED light and loads of goodies to brag about. The man from Sinnis rode one to Mongolia in 2011, respect!  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A great value bargain priced 125.



**SINNIS Blade 125 £1595**  
125cc/4T geared/A1 licence/8bhp/10.6 ltrs  
The Sinnis Blade takes the Apache to the limit with a motocross rear end, greater clearances, long travel 40mm forks, alloy/stainless front wheel, rear wheel with trail tyres.  
**Tested:** T&G Issue N/A  
**Star rating:**



**SINNIS Cafe 125 £1599**  
125cc/4T geared/A1 licence/11bhp/10 ltrs  
Low Ace style bars, seat hump and cowlings. There's a trip meter and digital gear indicator.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** 1960's style that made British Cafe Racers famous



**SINNIS Cruisestar 125 £1599**  
125cc/4T geared/A1 licence/8bhp/10 ltrs  
The Cruisestar has a twin cylinder engine motor, lazy riding style with high bars and lot's of detail. Lots of chrome assures stand out looks. Get cruising!  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Built for the open road



**SINNIS Heist 125 £2399**  
125cc/4T geared/A1 licence/8 ltrs  
Developed in the USA with superb build and cycle parts with 125cc single cylinder engine.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Bobber style motorcycle - also available as a 250cc (£2699)



**SINNIS Matrix II 125 £1299**  
125cc/4T auto/A1 licence/8bhp/6.5 ltrs  
A full sized scooter with a silky smooth 125 powerplant, superb build quality and grown up, handsome looks that makes commuting out of town a pleasure.  
**Tested:** T&G Issue 72  
**Star rating:** ★★★★★☆☆☆  
**We say:** Great looking commuter.



**SINNIS Retrostar 125 £1599**  
125cc/4T geared/A1 licence/11bhp/10 ltrs  
Retro commuter with large seat, peashooter exhaust and 1960's style! The white, blue and red paint scheme gives a true sixties feel.  
**Tested:** T&G Issue 95  
**Star rating:** ★★★★★☆☆☆  
**We say:** A perfect retro commuter to get you used to gears and instil confidence on the road.



# NEW BATMAN HELMET



**SINNIS SC 125 £1149**  
125cc/4T geared/A1 licence/11bhp/14 ltrs  
The Sinnis SC is a commuter with cruiser styling cues with a relaxed riding position and wide bars.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆  
**We say:** Smooth commuter motorcycle



**SINNIS Shuttle 125 £899**  
125cc/4T geared/A1 licence/6bhp/7 ltrs  
Don't be fooled despite the price tag the Shuttle belies its low price with large saddle, over sized luggage rack, 13 inch alloy wheels and even has twin disc brakes.  
**Tested:** T&G Issue 107  
**Star rating:** ★★★★★☆☆  
**We say:** The Shuttle looks good and has a substantial feel of quality about it



**SINNIS SP 125 £1199**  
125cc/4T geared/A1 licence/7bhp/11 ltrs  
From the sports headlight to the digital dash, the SP has sporting intentions.  
**Tested:** T&G Issue 105  
**Star rating:** ★★★★★☆☆  
**We say:** Commuter-style 125



**SINNIS Spirit 125 £1149**  
125cc/4T /A1 licence/8bhp/5 ltrs  
The Sinnis Spirit is a budget scooter but it looks great with plenty of chrome detailing and rides fairly well too. At just £1099 it's great value for money and comes with a 12 month warranty.  
**Tested:** T&G Issue 89  
**Star rating:** ★★★★★☆☆  
**We say:** Well priced 125.



**SINNIS Stealth 125 £1595**  
125cc/4T geared/A1 licence/8bhp/22 ltrs  
With a huge capacity tank reminiscent of a Stealth fighter plane, the Sinnis Stealth takes 125cc bikes to another level with larger dimensions and a proper big bike feel.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆  
**We say:** This is one machine that wants to be seen!



**SINNIS Apache 250 £2499**  
249cc/4T geared/A2 licence/10.6 ltrs  
All-new design 250 Supermoto with floating brakes, uprated bodywork, long range tank and long list of spec.  
**Tested:** T&G Issue 99  
**Star rating:** ★★★★★☆☆  
**We say:** The 250cc Apache comes with the same great styling as it's smaller brother



**SINNIS Heist 250 £2699**  
250cc/4T geared/A2 licence/15bhp/8 ltrs  
Full blown Bobber frame with the custom parts you'd expect from the sprung seat to the tin ware. Power comes from a renowned 4 stroke engine.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆  
**We say:** Hardtail bobbers just don't get any cooler than this!



**SINNIS Retrostar 250 £2200**  
250cc/4T geared/A2 licence/14 ltrs  
The Retrostar offers a relaxed riding position and wide bars for complete control.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆  
**We say:** A commuter with cruiser styling cues



**SKYTEAM Bongo 125 £1049 +OTR**  
124cc/4T geared/A1 licence/10bhp/8.5 ltrs  
The Bongo's secret weapon is that instead of the 50cc motor you'd expect in such a tiny machine, there's a full-size four-stroke 125. It's a monkey bike, isn't it, which you'll either love...or not.  
**Tested:** T&G Issue 99  
**Star rating:** ★★★★★☆☆  
**We say:** Not really practical, but a lot of fun.



**SKYTEAM V-Raptor 250 £1999 +OTR**  
223cc/4T geared/A2 licence/10 ltrs  
The relaxed, chunky classic style of the V-raptor brings a laid back feel to riding. It's got a 223cc five speed engine and looks unusual - great if you want to get noticed.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆



**SUZUKI Address 110 £1799 POA**  
113cc/4T auto/A1 licence/5.2 ltrs  
Head-turning commuter with optimised fuel economy and a 20.6 litre luggage compartment.  
**Tested:** T&G Issue 105  
**Star rating:** ★★★★★☆☆  
**We say:** Street smart all-rounder



**SUZUKI Burgman 125 £3499**  
124cc/4T auto/A1 licence/12bhp/11 ltrs  
The 125 Burger looks similar to its larger brothers and shares features such as the low seat height, rider backrest, and a large underseat bay for two full-face lids.  
**Tested:** T&G Issue 58  
**Star rating:** ★★★★★☆☆  
**We say:** For the stylish city commuter.



**SUZUKI VanVan 125 £3199**  
125cc/4T geared/A1 licence/6.5 ltrs  
The VanVan is a practical runabout, which also happens to be pretty cool and funky. It's a proper motorcycle in every sense, but one with individuality and flair.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆  
**We say:** A cult motorcycle



**SUZUKI Inazuma 250 £3599**  
248cc/4T geared/A2 licence/24bhp/13.3 ltrs  
The Inazuma has been designed and built with commuting in mind, it's pretty much perfect for the job but is still useful for weekends away and days out playing on the local twisties.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆  
**We say:** Perfectly useful commuter bike.



**SUZUKI Inazuma 250F £3999 POA**  
248cc/4T geared/A2 licence/24bhp/13.3 ltrs  
The machine for those that demand all-around performance and practicality for daily commuting and weekend touring.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆  
**We say:** Full fairing version of Suzuki's popular model



**SUZUKI Inazuma 250Z £3699**  
248cc/4T geared/A2 licence/24bhp/13.3 ltrs  
For riders looking for reliable, cost effective transport, the Inazuma 250 boasts front/rear disc brakes, a three-mode rpm indicator and 'premium' styling.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★☆☆  
**We say:** Geared choice with great looks

Helmets come in many shapes and sizes and finding one that is perfect for you can take a while. Asking your mates doesn't always help either; one prefers an open-face lid, while another swears by a flip-top helmet.



But hand to heart, who doesn't want to look like the Dark Knight on their bike? There's a little Batman inside all of us trying to break free and this might just be the helmet that helps set the inner superhero free.

So, if you didn't get a HD100 helmet from Helmet Dawg this Christmas, it's time to hit the January sales.

Here are the helmet features, according to Helmet Dawg:

- Integrated hand-crafted and tooled details made from a breakthrough proprietary elastomer (polymer) formula
- Original concept and design made from high quality materials (NOT toy parts attached to a helmet)
- Based on the GM48S Platinum series full face helmet
- Includes flush mounted, screwless (easily interchangeable) CLEAR and TINT visor (platinum quality)
- Available in adult sizes XS-2XL.

We haven't managed to get our hands on one of these helmets yet, but if we do, you can rest assured you'll be the first to hear about in the same Bat-mag, in a future Bat-issue. Stay tuned!

For more info, have a look at the website: <http://helmetdawg.com>





# WHICH BIKE



**SUZUKI Burgman 400 ABS £5999**  
400cc/4T auto/A2 licence/33bhp/13.5 ltrs  
Sophisticated, curvaceous looks. Refined, fuel-injected power on demand. Street-wise features and equipment.  
**Tested:** T&G Issue 59  
**Star rating:**  
**We say:** Perfect for any commute



**SUZUKI Burgman 650 Executive 2013 £8799**  
638cc/4T semi-auto/A licence/54bhp/15 ltrs  
Trademark heated seats/grips and semi auto/auto box plus added modern styling. Bike riders need to try one!  
**Tested:** T&G Issue 93  
**Star rating:** ★★★★★★★☆  
**We say:** Fantastic maxi scooter, try one!



**SYM Symphony ST 50 £TBA**  
4T auto/AM licence/7.5 ltrs  
85% of the machine is 'all new' with engine up in power/own in emissions. Stiffened chassis, modernised fairing, more comfortable seat, new style wheels and LCD instrumentation.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Latest addition to the Symphony range



**SYM JET 4 50 4T £1499 +OTR**  
49cc/4T auto/AM licence/5.2 ltrs  
This air cooled four stroke won't offer exhilarating performance but it is a reliable engine and will keep running costs down too.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Not a bad 50.



**SYM Jet Sport X 50 £1999 +OTR**  
49cc/2T /AM licence/6.3 ltrs  
The Jet Sport X is the sexiest ped in the SYM range, it's got wavy discs at both ends, a two stroke engine, sporty exhaust, digital dash and stunning looks. Tested in issue 52.  
**Tested:** T&G Issue 52  
**Star rating:** ★★★★★★★☆  
**We say:** A fantastic 50.



**SYM Mio 50 £1799 +OTR**  
49cc/4T auto/AM licence/4.8 ltrs  
Mama Mio, Sym's Mio 50 is a beauty. With its flush indicators, chrome detailing and LED rear lamp you'll look great riding through town and get admiring glances when it's parked up.  
**Tested:** T&G Issue 44  
**Star rating:** ★★★★★★★☆  
**We say:** Sexy little 50.



**SYM Symphony SR 50 £1599 +OTR**  
49cc/4T auto/AM licence/5.5 ltrs  
The Symphony SR combines a blend of short wheelbase and 16" wheels which aid stability and road holding. It's got a digital dash and discs at both ends.  
**Tested:** T&G Issue 70  
**Star rating:** ★★★★★★★☆  
**We say:** Classy little 50.



**SYM Tonik 50 £1599 +OTR**  
49cc/4T auto/AM licence/5.8 ltrs  
The SYM Tonik is a pretty little scooter, it's eye catching styling sets it apart from most other 50's and the four stroke engine should be economical.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Stylish 50.



**SYM Allo 50 £1499 +OTR**  
50cc/4T auto/AM licence/5.2 ltrs  
Say Hello to the Allo! This is a retro custom style scooter with a 4-stroke engine and a smattering of chrome. Also available as a 125cc.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Retro 50 from SYM.



**SYM Fiddle III 50 £1699 +OTR**  
50cc/4T auto/AM licence/5.2 ltrs  
'Vented' rear body, lower, flatter seat, electronically controlled carb, larger fuel tank and LED running lights incorporated into front indicator units.  
**Tested:** T&G Issue 65  
**Star rating:** ★★★★★★★☆  
**We say:** Updated version of Fiddle II



**SYM Symply 50 £999 +OTR**  
50cc/4T auto/AM licence/5.2 ltrs  
Symply is designed for daily use and easy commuting in the city.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Budget scooter



**SYM Symply II 50 £1299**  
50cc/4T auto/AM licence/5.2 ltrs  
The Symply II benefits from an upgraded engine providing more power with lower emissions and improved smoothness.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Excellent upgrade from the entry level models



**SYM Mio 100 £1899 +OTR**  
101cc/4T auto/A1 licence/4.8 ltrs  
The 100 version of Sym's Mio has all the style but with a bit more grunt for those longer journeys.  
**Tested:** T&G Issue 31  
**Star rating:** ★★★★★★★☆  
**We say:** Larger capacity Mio.



**SYM Tonik 125 £1699 +OTR**  
111cc/4T auto/A1 licence/5.8 ltrs  
The SYM Tonik is a pretty little scooter, it's eye catching styling sets it apart from most other 50's and the four stroke engine should be economical.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Just the Tonik!



**SYM Allo 125 £1699 +OTR**  
124cc/4T auto/A1 licence/5.2 ltrs  
Curvy lines and lots of chrome. Powered by a frugal smooth four stroke engine.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Retro custom looks and appearance



**SYM Joymax 125i CBS £3499 +OTR**  
124cc/4T auto/A1 licence/13bhp/12 ltrs  
The latest evolution of the SYM Joymax features sharp styling, a new frame, new lights, engine and plastics. It also has linked brakes, a heater in the footwell and auto headlights.  
**Tested:** T&G Issue 87  
**Star rating:** ★★★★★★★☆  
**We say:** A practical and stylish 125.



**SYM Symply II 125 £1499 +OTR**  
124cc/4T auto/A1 licence/5.2 ltrs  
The Symply II benefits from an upgraded engine. Minor cosmetic improvements, front indicators built into the front panel and a more upmarket graphic paint scheme.  
**Tested:** T&G Issue 70  
**Star rating:** ★★★★★★★☆  
**We say:** Not a bad 125.



**SYM Wolf SB125N £1999 +OTR**  
124cc/4T geared/A1 licence/11bhp/13 ltrs  
The Wolf is a fuel injected, five speed machine. It's not a bad bike by any stretch of the imagination but the price will put it out of the reach of some learners.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Pricey but competent 125.



**SYM XS125-K £1499**  
124cc/4T geared/A1 licence/13 ltrs  
The XS125K is said to be economical, consuming a claimed 1.3 litres of petrol per 100km. Check out the 'options' available on the SYM range.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Basic commuter bike.



**SYM Crox 125 £1699 +OTR**  
125cc/4T auto/A1 licence/5.2 ltrs  
Based on the Jet 4.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Snappy little scooter with some serious attitude



**SYM Fiddle III 125 £1799 +OTR**  
125cc/4T auto/A1 licence/5 ltrs  
'Vented' rear body, lower, flatter seat height, electronically controlled carb, larger fuel tank, LED running lights incorporated into front indicator units.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★★☆  
**We say:** Updated version of Fiddle II



**SYM HD 125 £2699 +OTR**  
125cc/4T auto/A1 licence/7.8 ltrs  
Powerful twin headlight configuration with a distinctive sporty style.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Improved ergonomics with more space for the rider



**SYM JET 4 125 £1699 +OTR**  
125cc/4T auto/A1 licence/5.2 ltrs  
The Jet 4 is a sporty looking four stroke, ideal for the rider who likes a scooter to look good but doesn't want the extra maintenance associated with a two stroke scooter.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Sporty 4-T 125.



**SYM Joyride EVO 125 £2799 +OTR**  
125cc/4T auto/A1 licence/12bhp/7.6 ltrs  
Twin adjustable rear shocks, centre and side stands, back rest, 40-litre underseat storage and alloy wheels. A well spec'd scooter at a competitive price.  
**Tested:** T&G Issue 24  
**Star rating:** ★★★★★★★☆  
**We say:** A great maxi 125.



# WINTER GLOVES



## WINTER GLOVES CHECKLIST

There's a good choice of winter gloves to choose from, but whatever your style and budget, there are some features worth considering:

### PROTECTION

Make sure the gloves come with the level of protection that you are happy with. Just because they are padded doesn't mean that they will be abrasion-resistant. Knuckle armour, tough fibres and other protective features are as important in winter gloves as they are in summer gloves.

### INSULATION

The quality and thickness of insulation determines how warm the gloves are. It's worth pointing out the obvious though: With thick gloves you might feel a bit clumsy with the bars, switches and levers. It's something that you'll get used to pretty quickly but it will feel strange at first.

### WATERPROOFING

Insulation is only worth having if your hands are dry, so a waterproof lining is essential if you ride in wet conditions. In addition to brands such as Gore-Tex that are used in various manufacturers' gloves, there are also many manufacturer-specific systems that claim to be waterproof. Check what level of water protection the gloves offer; just because it says 'waterproof' on the product doesn't mean that it will keep you dry all day.

### AVOID CHEAP COPIES

Hiking or skiing gloves on a bike are a great big no, no. Proper winter riding gloves are designed to protect your hands from wind-chill at high speeds much better than regular recreational winter gloves. They are also more abrasion-resistant in case of a spill.

### ADDED EXTRAS

Under-gloves, muffs or heated grips will also help keep your mitts warm if you feel that your winter gloves don't do the job. And then there's heated gloves if you really need to up the ante.



**SYM Symphony S 125 £1799 +OTR**  
125cc/4T auto/A1 licence/5.5 ltrs  
Twin disc sports version of the Symphony with an aggressive appearance and 16 inch wheels.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Not a bad looking 125.



**SYM X'Pro 125 £1699 +OTR**  
125cc/4T auto/A1 licence/9 ltrs  
Perfect commuter workhorse.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Commuter style scooter



**SYM HD 200 £2899 +OTR**  
200cc/4T auto/A2 licence/8 ltrs  
The HD 200 is a good looking larger engined version of the 125; it's ideal for that longer commute.  
**Tested:** T&G Issue 32  
**Star rating:** ★★★★★★☆☆  
**We say:** More powerful HD.



**SYM Wolf SB250Ni £3599 +OTR**  
249cc/4T geared/A2 licence/25bhp/14 ltrs  
We've not ridden the Wolf 250 yet but it looks the part, wavy discs, nice styling and a claimed 24bhp liquid cooled engine. Price is plus OTR.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Quite pricey but should ride well.



**SYM Maxsym 400i £4999 +OTR**  
399cc/4T auto/A2 licence/14.2 ltrs  
The Maxsym 400i is the flagship Sym machine, it's well built, looks very tidy, rides well and comes with linked brakes, USB point, comfy dual seat, good weather protection etc.  
**Tested:** T&G Issue 85  
**Star rating:** ★★★★★★☆☆  
**We say:** Super scooter from SYM.



**TGB 202 Classic £1195**  
49cc/2T auto/AM licence/5bhp/5.1 ltrs  
The 202 Classic is the entry level model from the TGB importer. For your money you get a disc brake, rear and side stands, a rear rack and fold out pillion pegs.  
**Tested:** T&G Issue 13  
**Star rating:** ★★★★★★☆☆  
**We say:** Tidy scoot from TGB.



**TGB R50X £1595**  
49cc/2T auto/AM licence/5bhp/7 ltrs  
Front and rear wavy discs, under seat mobile phone holder/charging point, eye catching multi-functional dashboard and a sports style exhaust.  
**Tested:** T&G Issue 50  
**Star rating:** ★★★★★★☆☆  
**We say:** Well specced 50.



**TGB R125X £1795**  
124cc/4T auto/A1 licence/9bhp/6.8 ltrs  
The R125X offers a digital dash (speedo, rev, trip, clock & fuel display), alloy floor mats, 3 spoke wheels with wavy discs at both ends and fold back rear foot pegs. Comes with 12 months warranty.  
**Tested:** T&G Issue 70  
**Star rating:** ★★★★★★☆☆  
**We say:** Lots of nice features.



**SYM Wolf SB 125Ni £2799 +OTR**  
125cc/4T geared/A1 licence/14 ltrs  
Superb specification and style all in one.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Naked 'big bike' style



**SYM Joyride Evo 200i £2899 +OTR**  
171cc/4T auto/A1 licence/7.6 ltrs  
The Joyride is one of our favourites, it is a great scooter to ride, very smooth and quick enough. Features include twin adjustable rear shocks, back rest, 40 litre storage and alloys.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** A joy to ride.



**SYM Symply ST 200i £2299 +OTR**  
200cc/4T /A1 licence/5.2 ltrs  
Only carries over 15% of parts from sibling models. Engine up in power/down in emissions, stiffened chassis, modern fairing, more comfortable seat, new style wheels and LCD instrumentation.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** New 200 version



**SYM Joymax 300i ABS £4399 +OTR**  
278cc/4T auto/A2 licence/20bhp/12 ltrs  
The Joymax is a major leap forward for the SYM brand. The scooter comes with linked brakes, auto headlights, a heater and the most powerful engine in the 300 class.  
**Tested:** T&G Issue 87  
**Star rating:** ★★★★★★☆☆  
**We say:** Very impressive!



**SYM Maxsym 600i ABS £5999 +OTR**  
565cc/4T auto/A licence/45bhp/14.2 ltrs  
Big brother of Maxsym 400 - similar spec - larger engine.  
**Tested:** T&G Issue 85  
**Star rating:** ★★★★★★☆☆  
**We say:** Definitely worth checking out - plenty of features and good fun.



**TGB 303R Hawk 50 £1495**  
49cc/2T auto/AM licence/5bhp/6.8 ltrs  
The 303R Hawk is oozing street cred, with stylish graphics, front wavy disc, under seat power supply and a sports style exhaust - this cool scooter is for the young and young at heart!  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Funky two stroke.



**TGB 303R Hawk 125 £1695**  
124cc/4T auto/A1 licence/9bhp/6.8 ltrs  
The 125cc Hawk (or 303R), has three spoke alloy wheels, hugger mudguard and a wavy front disc. It looks good and is well priced. Optional extras include an alloy rack & top box.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Tasty looking 125.



**TGB Bellavita 125i £2995**  
125cc/4T auto/A1 licence/15bhp/8.8 ltrs  
New for 2013 from TGB is this retro styled 125cc Bellavita. The scooter is liquid cooled, fuel injected and has front and rear disks. It's quite a looker with more than a hint of Italian styling.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Very stylish 125.



# WHICHBIKE



**TGB Delivery Scooter 125 £1895**  
125cc/4T auto/A1 licence/9bhp/6.8 ltrs  
The concept is the same as their 50cc but with a larger 125cc motor. 150 litre lockable box makes an ideal delivery scooter. Usual 12 month warranty applies.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Did somebody order pizza?



**TGB X-Motion 125 £2795**  
125cc/4T auto/A1 licence/12bhp/11 ltrs  
Beautiful and elegant streamlined shape. Underseat storage has more than enough room for two full face helmets. Modern digital display.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Tidy 125.



**TGB Bellavita 300i £3695**  
263cc/4T auto/A2 licence/24bhp/8.8 ltrs  
This is the larger capacity TGB Bellavita, a 263cc scooter with a decent spec. There's more than a hint of Vespa GTS about this scooter, whether or not it's a match on the road will remain to be seen.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** We'll look forward to riding this one.



**TGB X-Motion 300 £3595**  
264cc/4T auto/A2 licence/24bhp/11 ltrs  
Streamlined shape. Underseat storage has more than enough room for two full face helmets. Modern digital display.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** 300cc version of X-Motion 125



**TOMOS CLASSIC XL 45 £1395**  
49cc/2T auto/AM licence/2bhp/4 ltrs  
Following in the tradition of the 60 year heritage of Tomos, the Classic XL is still made in Europe with updated specs to meet all current regulations.  
**Tested:** T&G Issue 96  
**Star rating:** ★★★★★★★☆  
**We say:** It's all about smiles per hour!



**TOMOS FLEXER 45 £795**  
49cc/2T auto/AM licence/4bhp/3.5 ltrs  
The Flexer 45 is the ideal utility runabout moped. Lightweight, economical, an established reputation for durability and ruggedness. Made in Europe.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** The Flexer will get the job done!



**TOMOS RACING 45 £1395**  
49cc/2T auto/AM licence/3bhp/3.5 ltrs  
The Racing 45 is the latest in the Tomos design series. With disc brakes, electric start and yet lightweight at 65kg, the Racing 45 is the perfect urban bike. Made in Europe.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Ideal for the urban jungle



**VESPA Primavera 50 £2871**  
49cc/2T auto/A1 licence/8 ltrs  
The Primavera is a worthy replacement for the Vespa LX, great 946esque styling, nippy 2-stroke engine and great economy.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Stylish Vespa 50 Primavera, great little scooter.



**VESPA Primavera 50 Touring £3571 OTR**  
49cc/2T auto/AM licence/8 ltrs  
Enriched by a front and rear luggage rack, a brown saddle matched with a Silk Grey tint, elegant top fairing and a dedicated nameplate.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Special edition Touring version



**VESPA PX 125 £3271 OTR**  
123cc/2T auto/A1 licence/8bhp/8 ltrs  
The classic Italian Vespa PX125 returned in 2011 after a three year absence. The PX is an all metal, two stroke, four speed scooter. If you want to look cool buy a Vespa!  
**Tested:** T&G Issue 81  
**Star rating:** ★★★★★★★☆  
**We say:** The original geared scooter, a true design classic.



**VESPA PX 125 Touring £3371 OTR**  
123cc/2T geared/A1 licence/8 ltrs  
Featuring chrome front and rear luggage racks.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Special edition Touring version



**VESPA 946 £8571**  
124cc/4T auto/A1 licence/12bhp/  
If money is no object and you want an exclusive machine that will appreciate in years to come, stick a 946 in storage. Gorgeous but expensive.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** The most expensive 125 in the world.



**VESPA GTS Super 125 ABS £3971 OTR**  
124cc/4T /A1 licence/14bhp/9 ltrs  
The GTS is a modern Vespa with great handling, excellent brakes, a strong modern engine plus Italian design and style.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Great looking 125cc scooter.



**VESPA GTS SuperSport 125ie £4071**  
124cc/4T auto/A1 licence/14bhp/9.2 ltrs  
Based on the popular Vespa GranTurismo range.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Special edition scooter



**VESPA Primavera 125 ABS £3571**  
124cc/4T auto/A1 licence/11bhp/8 ltrs  
Stunning modern good looks, fantastic brakes and a nippy 3v engine make this new Vespa a worthy replacement for the excellent LX.  
**Tested:** T&G Issue 97  
**Star rating:** ★★★★★★★☆  
**We say:** A great replacement for the Vespa LX



**VESPA Primavera 125 Touring £3571 OTR**  
125cc/4T auto/A1 licence/8kW/8 ltrs  
Enriched by a front and rear luggage rack, the Primavera Touring's outfitting also includes a brown saddle matched with the new Silk Grey tint, top fairing and a dedicated nameplate.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Special edition Touring version



**VESPA Sprint 125 3v ABS £3971**  
125cc/4T auto/A1 licence/8 ltrs  
This scooter packs all sort of technology.  
**Tested:** T&G Issue 98  
**Star rating:**  
**We say:** Replacement for the Vespa S



**VESPA Sprint S 125 ABS £4021**  
125cc/4T auto/A1 licence/8kW/8 ltrs  
The new Vespa Sprint S embodies the heritage of the fastest and most youthful Vespas, providing those same essential and indispensable elements that made it so successful with young people  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Sporty and dynamic Vespa "small body"



**VESPA PX 150 £3371**  
150cc/2T geared/A1 licence/8 ltrs  
The Vespa PX, has been around since 1977 and now comes with electric start and front disk brake. It has a four speed manual gear box and was dipped in Italian coolness before leaving the factory.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** The Italian geared scooter to own.



**VESPA GTS Super 300 ABS £4692**  
278cc/4T auto/A2 licence/22bhp/9 ltrs  
Upgraded mid 2014. It's a fantastic scooter, great looks have helped it gain a following around the world. It'll do 80mph, handles and stops very well. ABS version costs £4591.  
**Tested:** T&G Issue 99  
**Star rating:** ★★★★★★★☆  
**We say:** Practical, quick and stylish.



**VESPA GTS Supersport 300ie £4792**  
278cc/4T auto/A2 licence/9.2 ltrs  
Larger version of SuperSport 125/  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Special edition version



**VESPA GTS Touring 300 ABS £4792 OTR**  
278cc/4T auto/A2 licence/9.2 ltrs  
All-new touring version of the Vespa GTS.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Special edition version



**WK Bikes Bellissima 50 £1299**  
49cc/4T auto/AM licence/4bhp/6 ltrs  
New for 2013 the Bellissima ticks quite a few retro styling boxes. With Lambrettaesque side panels it makes a change from the Chinese ripping off Vespa designs!  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Cafe chic, WK style!



**WK Bikes Go50 £899**  
49cc/4T auto/AM licence/4bhp/5 ltrs  
The Go50 features an economical, four-stroke engine, under-seat storage for a full face crash helmet and comes with two years parts & labour warranty.  
**Tested:** T&G Issue N/A  
**Star rating:**  
**We say:** Great priced scoot from WK.



# HIGHWAY CODE ONLINE

You can now read the Highway Code online for free, and search the content for any particular rules that you're not sure about. It's a great service for those who are about to take their test or those who just want to brush up on their knowledge.



Most of us bikers have a copy of the Highway Code gathering dust on the bookshelf, probably hardly touched since we passed our test. I have three or four copies knocking about, as I have been given them at bike training events as a bit of, ahem, light reading to do after the training. The trouble is that all of them are now outdated, as the rules are updated every now and again.

The good news is that the most up-to-date information is available online. And best of all – it's free! The service is provided by the [www.gov.uk](http://www.gov.uk) website, so you know it's all done by the book. The information is also kept up to date, which is great as you know that you get the latest version of the rules. We checked the website on January 14, 2016 and the last update to the information on the site had been made just two days before.

PDF copies of the Highway Code have been available online in the past, but now the information is available as web pages, making it properly searchable and easy to browse through. The system is still in 'Beta' phase, meaning that there may be the odd glitch in the system, but when we tested it everything worked fine.

It's a great tool for checking things like the new HGV speed limit and the rules about smoking in cars with children on board. Both of those rules have recently been updated.

The website is open to the public and can be viewed here: [www.gov.uk/guidance/the-highway-code](http://www.gov.uk/guidance/the-highway-code)

## FULL HIGHWAY CODE ALWAYS HAVE IT WITH YOU



The Highway Code is also available as a phone app



### WK Bikes Mii 50 £950

49cc/4T auto/AM licence/4bhp/4.5 ltrs

The WK Mii 50 is a stunning little scooter, eye catching design, pretty graphics and a practical colour coded top box. All for £950, bargain.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Mii sure is pretty!



### WK Bikes VS 50 £1099

49cc/4T auto/AM licence/4bhp/5 ltrs

The VS 50 is a lovely looking scooter with retro styling, dual seat and contrasting trim. It also comes with a useful fold down rear carrier.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Another design inspired by the Italians.



### WK Bikes Wasp R50 £1299

49cc/2T auto/AM licence/4bhp/5.2 ltrs

The Wasp has a bit of look a of the old style Runner about it, it's also got a two stroke engine which is always a good thing as far as we're concerned.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Sporty little two stroke.



### WK Bikes 125 Sport £1899

124cc/4T geared/A1 licence/10bhp/16 ltrs

The 125 Sport is a great little sportsbike, although the styling and equipment are slightly old fashioned.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Entry level sports 125.



### WK Bikes 125R £1699

124cc/4T geared/A1 licence/10bhp/16 ltrs

The 125R is quite a good little commuter bike, it's nothing too fancy but it does its job well enough.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Basic naked 125.



### WK Bikes Bellissima 125 Sport £1399

124cc/4T auto/A1 licence/6kW/6 ltrs

Retro scooter. Available in navy or green

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Sport version



### WK Bikes RT125 £1399

124cc/4T geared/A1 licence/8bhp/12.8 ltrs

Ideal for all those retro commuters out there.

**Tested:** T&G Issue 103

**Star rating:** ★★★★★☆☆

**We say:** 80s style budget motorcycle



### WK Bikes RT125 Cafe £1499

124cc/4T geared/A1 licence/8kW/12.8 ltrs

Five-speed motorcycle with air-cooled 124cc engine. Spec includes electric and kick start plus disc brakes to front and rear.

**Tested:** T&G Issue 108

**Star rating:** ★★★★★☆☆

**We say:** Cafe Racer-styled motorcycle



### WK Bikes SP125N £2299

124cc/4T geared/A1 licence/

Looks bigger than its 125cc.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Big bike styled learner legal machine



### WK Bikes Tomcat 125 £1199

124cc/4T geared/A1 licence/

Leisure bike built for fun and enjoyment.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Monkey bike styled motorcycle



### WK Bikes Trail £1499

124cc/4T geared/A1 licence/9bhp/5.6 ltrs

The Trail is a great looking 125, rugged good looks, long travel suspension and knobby tyres for when you get out on the dirt.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Fine looking trail bike.



### WK Bikes VS 125 £1199

124cc/4T auto/A1 licence/7bhp/5 ltrs

The VS 125 shares its styling with the 50cc version, same great looks but a bit more oomph from the 125cc engine. Still comes at a decent price though.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Not a bad little 125.



### WK Bikes 125 Cruiser £1799

125cc/4T geared/A1 licence/16 ltrs

Latest learner-legal motorcycle from the WK stable.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Easy rider style 125



### WK Bikes 125 EFI £1699

125cc/4T auto/A1 licence/9bhp/8 ltrs

Stylish looking 125cc four stroke commuter machine with large 16" wheels for added stability.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Good looking well finished commuter.



### WK Bikes Bellissima 125 £1399

125cc/4T auto/A1 licence/6bhp/6 ltrs

Lambretta-esque body styling.

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Larger version of retro-styled Bellissima 50



### WK Bikes SM125 £1699

125cc/4T geared/A1 licence/8kW/12.8 ltrs

Features include and stainless GP exhaust and digital dash

**Tested:** T&G Issue N/A

**Star rating:**

**We say:** Supermoto style motorcycle





**WK Bikes Wasp 125 £1299**  
125cc/4T auto/A1 licence/8bhp/6 ltrs  
Sporty-looking, comfortable to ride and suspension does its job with ease. Well padded seat (handy when racking up the miles). Strong, direct stopping power.  
**Tested:** T&G Issue 99  
**Star rating:** ★★★★★★☆☆  
**We say:** Nippy, sporty looking scooter/great price.



**WK Bikes ZS125 £1999**  
125cc/4T geared/A1 licence/9kW/12 ltrs  
Features include upside down forks, adjustable air shock and hydraulic discs to front and rear.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★☆☆  
**We say:** Latest learner-legal motorcycle from WK



**WK Bikes SP250N £2599**  
249cc/4T geared/A2 licence/19bhp/16 ltrs  
Features include hydraulic telescopic USD adjustable forks and shock, LCD clocks and twin front disks. Not quite as modern looking as some other 250's but not a bad bike.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★☆☆  
**We say:** 250cc fully faired sportsbike from WK Bikes



**WK Bikes GTR300 £1799**  
275cc/4T auto/A2 licence/17bhp/6 ltrs  
Mid capacity A2 class 275cc four stroke for a decent price, just £2299 which puts it firmly in the reach of most commuters.  
**Tested:** T&G Issue 92  
**Star rating:** ★★★★★★☆☆  
**We say:** For the serious commuter.



**WK Bikes Trail 400 £3899**  
397cc/4T geared/A2 licence/20kW/18 ltrs  
WK's entry level into the adventure bike market  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★☆☆  
**We say:** Adventure style motorcycle



**YAMAHA Aerox R 50 £2249 upwards**  
49cc/2T auto/AM licence/3bhp/7 ltrs  
Yamaha's sporty Aerox R has a water-cooled two stroke motor and discs front and rear. It's light, handles well, looks great and mimics some elements of Yamaha sports bikes.  
**Tested:** T&G Issue 88  
**Star rating:** ★★★★★★☆☆  
**We say:** One of the nicest looking 50's.



**YAMAHA Jog RR £2199 u**  
49cc/2T /AM licence/3bhp/5.5 ltrs  
The Jog RR boasts a digital/analogue dash, snazzy headlights and 12in alloys and a modern liquid cooled engine.  
**Tested:** T&G Issue 11  
**Star rating:** ★★★★★★☆☆  
**We say:** Great looking scooter.



**YAMAHA Neo's 4 50 £2199 upwards**  
49cc/4T /AM licence/3bhp/5.4 ltrs  
The Neo's returns - but this time with a fuel injected 4-stroke motor. The Neos has a combined braking system, classy blue lit LCD display, 12 inch alloys and simple but stylish good looks.  
**Tested:** T&G Issue 66  
**Star rating:** ★★★★★★☆☆  
**We say:** Ideal city scooter.



**YAMAHA Noes Easy 50 £1549 upwards**  
49cc/2T auto/AM licence/6.1 ltrs  
Neo's Easy combines style with practicality.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★☆☆  
**We say:** Affordable moped from Yamaha



**YAMAHA EC-03 £1999 u**  
50v/Other auto/AM licence/1kW/  
The EC-03 is a lightweight electric scooter, it's also got a short range of just 15 miles so don't expect to go here there and everywhere on it. Useful for the city or motor home owner.  
**Tested:** T&G Issue 88  
**Star rating:** ★★★★★★☆☆  
**We say:** Economical but short range.



**YAMAHA D-elight £1949 upwards**  
114cc/4T auto/A1 licence/  
The D'elight is a smart looking lightweight 114cc scooter and makes a perfect commuter for somebody who wants the adult oomph of a few extra cc's but doesn't want, or need a 125.  
**Tested:** T&G Issue 96  
**Star rating:** ★★★★★★☆☆  
**We say:** New urban commuter from Yamaha.



**YAMAHA WR125R £4099 upwards**  
124cc/4T geared/A1 licence/15bhp/8.5 ltrs  
Whether you feel like tearing up the dirt or hitting the road, the WR125R gives you the means to do it - with a full-size, 125cc design finished in Yamaha's aggressive off-road styling.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★☆☆  
**We say:** A great trailie styled 125.



**YAMAHA YBR 125 £2599 upwards**  
124cc/4T geared/A1 licence/10bhp/13 ltrs  
Does exactly what it says on the tin, provides reliable, cheap day-to-day transport. It may not be the most exciting bike on the planet but it's not a bad little commuter machine.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★☆☆  
**We say:** Good little budget commuter.



**YAMAHA YBR125 Custom £2849 upwards**  
124cc/4T geared/A1 licence/10bhp/12 ltrs  
On the YBR125 Custom, comfort is king. Raised handlebars and an ultra-low slung padded seat mean riders can sit back and relax, enjoying enhanced low-speed control and manoeuvrability.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★☆☆  
**We say:** Cruiser version of the YBR



**YAMAHA BW's 125 £2799 upwards**  
125cc/4T auto/A1 licence/9bhp/6 ltrs  
The BW's 125 is a commuter scooter designed for city life. 4-stroke, fuel-injected, air-cooled engine gives quick acceleration, ideal for stop-start urban journeys.  
**Tested:** T&G Issue 76  
**Star rating:** ★★★★★★☆☆  
**We say:** Good little 125.



**YAMAHA Cygnus X £2799 upwards**  
125cc/4T /A1 licence/11bhp/7.4 ltrs  
The Cygnus X is a great commuter machine. With its 12in wheels, light but rugged frame and 27 litre under seat storage it should be a winner in the hustle and bustle of city journeys.  
**Tested:** T&G Issue 30  
**Star rating:** ★★★★★★☆☆  
**We say:** Useable commuter 125.



**YAMAHA Majesty S 125 £3299 upwards**  
125cc/4T auto/A1 licence/12bhp/7.4 ltrs  
Compact 125cc maxi scooter which brings extra space to the 125cc scooter category. See local dealer for price  
**Tested:** T&G Issue 101  
**Star rating:** ★★★★★★☆☆  
**We say:** Great addition to an already strong range.



**YAMAHA MT-125 £3899**  
125cc/4T geared/A1 licence/11.5 ltrs  
The MT-125's ergonomics give a sporty and relatively uprightless extreme riding position making this new MT ideally suited to everyday fun in the city and on the open road. ABS version available  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★☆☆  
**We say:** Has a 'full-size' bike image.



**YAMAHA NMAX 125 £TBA**  
125cc/4T auto/A1 licence/12bhp/6.6 ltrs  
Lightweight frame has vibration-absorbing engine mounts and features a side-mounted radiator and a cooling fan allowing a more spacious footboard area by opening up space at the front of the engine.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★☆☆  
**We say:** Entry-level 125cc scooter



**YAMAHA Tricity 125 £3399 upwards**  
125cc/4T auto/A1 licence/11bhp/6.6 ltrs  
Features twin parallelgram linked front wheels that automatically lean when cornering with weight and overall dimensions in line with 125 class scooter.  
**Tested:** T&G Issue 100  
**Star rating:** ★★★★★★☆☆  
**We say:** Yamaha 'New Mobility' urban commuter 3-wheeled scooter



**YAMAHA Vity 125 £2199 upwards**  
125cc/4T /A1 licence/9bhp/5.5 ltrs  
We tested it in our 2010 125cc group test, admittedly it didn't shine but was up amongst very tough competition. It is what it is though, a bargain priced commuter and that's what it's best at.  
**Tested:** T&G Issue 75  
**Star rating:** ★★★★★★☆☆  
**We say:** Basic 125, not the fastest.



**YAMAHA WR125X £4199 upwards**  
125cc/4T geared/A1 licence/15bhp/8.5 ltrs  
Fuel-injected, liquid-cooled, 4-valve, 4-stroke SOHC single-cylinder engine and super motard styling. You'll be tearing up city streets and back roads in no time.  
**Tested:** T&G Issue N/A  
**Star rating:** ★★★★★★☆☆  
**We say:** Super motard fun!



**YAMAHA Xenter 125 £2999 upwards**  
125cc/4T /A1 licence/12bhp/8 ltrs  
The Yamaha Xenter is a high wheeled, fuel injected 125cc scooter. See launch report in issue 86, a great learner legal scooter.  
**Tested:** T&G Issue 86  
**Star rating:** ★★★★★★☆☆  
**We say:** A great learner legal scooter.



**YAMAHA X-Max 125 £3999 upwards**  
125cc/4T auto/A1 licence/14bhp/13.2 ltrs  
Lively engine makes it great for nipping around town and has enough power to overtake. With great brakes, fine chassis and top notch suspension this is a wolf in sheep's clothing.  
**Tested:** T&G Issue 68  
**Star rating:** ★★★★★★☆☆  
**We say:** A great 125.



# WHEELS 2 WORK

'Wheels 2 Work' schemes provide affordable transport to people who are unable to access training, employment or education, due to a lack of suitable public or private transport.

Mostly this is either mopeds or scooters but some schemes can also offer bicycles. Typically, a W2W scheme will charge around £20 per week for a moped, but charges differ slightly depending on the organisation.

Wheels 2 Work or Wheels to Learning schemes (sometimes shortened to W2W or WTW and W2L) can be particularly important for people living in isolated rural communities where public transport is inadequate or only available during business hours.

A lack of available transport can have a negative effect on opportunities for training, education and employment, particularly for young people and those living in rural areas.

Limited access to personal and public transport is a labour market barrier that is commonly cited by young people. W2W aims to break this cycle by loaning individuals their own transport for a short period until a longer-term transport solution can be found.

W2W schemes are generally aimed at unemployed people who have received a firm offer of a job or training placement but who find that they do not have any way of travelling to their place of work.

Some schemes have extended eligibility further to include:

- People who are currently employed but require transport assistance in order to sustain their existing employment.
- People who require transport assistance in the search for work, which could include the loan of power-assisted bikes.
- People wishing to access post-16 education opportunities.

Most Wheels 2 Work schemes offer clients a loan of a two-wheel vehicle for about six to 12 months, which gives them time to make long term plans for transport.

The very first Wheels to Work scheme was introduced in Shropshire in 1997. There are currently 45 W2W schemes across the UK, nearly double the number there were in 2013, with others in the pipeline. The schemes are run by local authorities, charities, rural community councils and social enterprise companies.

To find local schemes near you, see the website: [www.wheels2workassociation.org](http://www.wheels2workassociation.org)



## YAMAHA YZF-R125 £4349 upwards

125cc/4T geared/A1 licence/12 ltrs  
A number of changes have been made to reinforce its place in the popular 125 arena for 2014. Price still to be confirmed.

Tested: T&G Issue N/A

Star rating:

We say: A popular member of Yamaha's R-series,



## YAMAHA X-Max 250 / ABS £4299 upwards

249cc/4T auto/A2 licence/20bhp/11.8 ltrs  
A compact sports frame and lightweight large-diameter wheels provide plenty of stability at high speeds. ABS version also available.

Tested: T&G Issue 75

Star rating: ★★★★★★☆☆

We say: Sporty, stylish and practical 250cc scooter



## YAMAHA R3 £4799

321cc/4T geared/A2 licence/41bhp/14 ltrs  
Developed to fill the gap between the oh-so-popular YZF-R125 and the sporty R6, the Yamaha YZF-R3 joins the bulging 300cc class

Tested: T&G Issue 105

Star rating: ★★★★★★☆☆

We say: A SuperSport bike for every day.



## YAMAHA X-Max 400 £5499 upwards

395cc/4T auto/A2 licence/32bhp/14 ltrs  
Bigger brother to the X-Max 125/250 and a great addition to the Yamaha family. Stunning looks, great chassis, potent engine and features you'd expect.

Tested: T&G Issue 93

Star rating: ★★★★★★☆☆

We say: Useful mid capacity Yamaha.



## YAMAHA SR 400 £5199 upwards

399cc/4T geared/A2 licence/17kW/12 ltrs  
This timeless retro just oozes charm and authenticity wherever you look.

Tested: T&G Issue N/A

Star rating:

We say: The big single has always held a special place for motorcyclists



## YAMAHA TMAX 530 ABS £8699 upwards

530cc/4T auto/A2 licence/46bhp/15 ltrs  
The class leading TMAX just got even more impressive! This big sporty scooter now comes with a couple of extra horses and new styling details.

Tested: T&G Issue 85

Star rating: ★★★★★★☆☆

We say: Swap your motorbike for one!



## YAMAHA TMAX Iron Max 530 £8999 upwards

530cc/4T auto/A2 licence/15 ltrs  
A special edition maxi-scooter that stands above the rest. Built for riders who demand the best.

Tested: T&G Issue N/A

Star rating:

We say: The MAX is never enough



## YAMAHA Diversion F £6699 upwards

600cc/4T geared/A2 licence/17 ltrs  
Reliable 600cc inline 4-cylinder engine and compact chassis is designed to deliver agile handling and confidence-inspiring roadholding.

Tested: T&G Issue N/A

Star rating:

We say: Available in a limited A2 power version



## YAMAHA XJ6 Diversion £6499

600cc/4T geared/A2 licence/17 ltrs  
The Yamaha Diversion is a motorcycle you can ride to work on, take for a day trip in the mountains at weekends — and even go touring for a few weeks in the summer.

Tested: T&G Issue N/A

Star rating:

We say: Limited power version for A2 licence



## YAMAHA XT660R £6499 upwards

660cc/4T geared/A2 licence/47bhp/15 ltrs  
The XT660R isn't for the nervous or short legged rider but if you want to get out and explore it'll handle everything you can throw at it.

Tested: T&G Issue N/A

Star rating:

We say: A serious large capacity trailie.



## YAMAHA XT660X £6599 upwards

660cc/4T geared/A2 licence/47bhp/15 ltrs  
Much more useable than the R version for the average road user, great styling and supermotard fun.

Tested: T&G Issue N/A

Star rating:

We say: Great fun supermoto!



## YAMAHA XT660Z £6999

660cc/4T geared/A2 licence/47bhp/23 ltrs

Tested: T&G Issue N/A

Star rating: ★★★★★★☆☆

We say: Life is one big adventure!



## YAMAHA MT-07 ABS £5349 upwards

689cc/4T geared/A2 licence/14 ltrs  
The MT-07 is a new kind of motorcycle that is designed to bring fun, affordability and enjoyment back to the street.

Tested: T&G Issue N/A

Star rating:

We say: Rideable on A2 licence with restrictor kit fitted



## Zontes Monster 125 £1549 +OTR

125cc/4T geared/A1 licence/12bhp/17 ltrs  
The Monster is pretty similar to the Panther but has a roomier riding position, a higher seat and pegs placed further forward and lower down. A better option for the taller rider.

Tested: T&G Issue N/A

Star rating:

We say: Slightly roomier than the Panther.



## Zontes Panther 125 £1549 +OTR

125cc/4T geared/A1 licence/12bhp/15 ltrs  
It may only cost £1499 but the Zontes Panther is well finished, sturdy, rides well and makes a great little commuter bike, or training school bike. Well recommended.

Tested: T&G Issue N/A

Star rating:

We say: A fantastic commuter bike!



## Zontes Tiger 125 £1399 +OTR

125cc/4T geared/A1 licence/12bhp/15 ltrs  
Boasting classic custom styling, the Zontes Tiger 125 is the perfect learner bike, with a low seat height of 725mm and easy riding nature it's ideal for female riders, some training schools use them.

Tested: T&G Issue N/A

Star rating:

We say: Retro and affordable.



# READERS' FREE ADS



## BMW K75C

1986, good all round condition, recently MoT Oct 2016, panniers and top box, 59k + sensible price, £950. Tel. Jim 07906 042771; 07413 525172. Notts.



## BMW R100RT

28k miles, full luggage, excellent condition, £3100. Tel. 01923 461289. Gtr London.



## BMW R45

475cc, 1981 reg, only 23k, all docs, bills, cond, full MoT, Club member retired, £1000. Tel. 07523 971861; 07591 606806 6-10pm only. S London/Surrey.



## BSA C11G

250cc, 1955, £1500 on the road Tel. 01572 787566. Leics.



## BSA C15

250cc, 1966, £1700 on the road. Tel. 01572 787566. Leics.



## BSA D10

1967 D10 model, fitted with later D14/4 engine, new seals and bearings fitted last year, t&t, good condition, £1500. Tel. 0116 2354013. Leics.



## BSA ROYAL STAR

500cc complete rebuild, new wheels, tyres, new mudguards, new battery, pistons, small ends bushes, runs and rides well. Tel. 01621 786100. Essex.



## DUCATI SEBRING

350cc, 1972, free tax and tested, 12v electrics, Boyer ignition, good reliable bike, £3600 Tel. 01322 275022. Kent



## HONDA 250R

Road-legal dirt bike, 1989, kick start, exc green laner, good tyres, new wheel bearings, sprockets and chain, MoT, £965. Tel. 07966 264905. Surrey.



## HONDA CBR600F

Lady owner, 2012, red white and blue, MoT, new tyres, beautiful, 9k miles, ABS, perfect runner, been great bike, £5100 ono. Tel. Jackie 07841 493522. W Yorks.



## HONDA ST70 DAX

1973, 7,815 miles, UK bike, new carb otherwise orig and unrestored, runs well, good overall cond, new MoT on sale. Tel. 07809 839334. Gtr London.



## HONDA VFR Z400

Superb 'Z' non-faired model, lovely cond, 30 yrs old, handles superbly, same as NC21, MoT, new parts, v rare, £1395. Tel. 07931 541636. Lancs.



## KAWASAKI J300

2014, Special Edition, 1,116 miles only, as new cond, never seen rain, always garaged, Data-tag security kit fitted, £2800. Tel. 07955 632133. Bristol.



## MALAGUTI 125

2011, (same as Yamaha XT125), needs new battery but kick-starts ok, 360 miles only, ideal learner/green laner, MoT, £1000. Tel. 07795 087319. S Yorks.



## MOTO GUZZI ZIGOLO'S

Two, both with V5C registration documents, 110cc, MoT expired in July and incomplete 98cc, £2050 ono. Tel. 07840 251105. Lancs.



## MV

125cc, 1959, £850 ono, winter project, all tinware present, only surface rust, no exhaust system or switch. Tel. 07960 598108. Dorset.



## PEUGEOT KISMEE

50cc, 2014 reg, 10 miles since new, as new cond, lady owner, ideal learner/commuter use, £1100 ono. Tel. Barry 07792 517466 for further info. N Yorks.



## RIEJU RS3

125cc, 2012, MoT Aug 2016 only done 4320 miles, excellent condition, regularly serviced, £1650. Tel. 07896 121350. Somerset.



## ROYAL ENFIELD

Bullet Sixty-5, 500cc, Sorn, MoT, e/start, 5-sp g/box, r/foot change, mph speedometer, new silencer, breather mods, £1999. Tel. 01754 764117. Lincs.



## SUZUKI GS500 K6

'07 reg, one owner, good cond, 47k miles, MoT Dec 2016, 2 keys, handbooks etc, runs well, £895 ono. Tel. 07810 162057. Northumberland.



## SUZUKI GSX 750

T reg, 1999, fast reliable engine bars, Motad exhaust, classic insurance, £1100 ono. Tel. 01286 882776. N Wales.



## SUZUKI RG250

Imported from Japan in 1991 on Q plate, 31,104 kms, MoT June 2016, passed with no advisories, very unique looking bike. Tel. 07950 968316. W Yorks.



## SUZUKI SB

200cc, blue/chrome, one previous owner, 1981, new tyres, battery, brakes, sprockets, shocks, gc, under 10k, £1450. Tel. 01752 843990. Cornwall.



## SYM HD200

Silver, as new, 05 reg, 6,200 miles, h/grips, new top box, serviced, garaged, new battery, GY6 engine, bargain £675. Tel. Peter on 07908 683144. Warks.



## TRITON T140V

1955, superb fast street machine, mint, rebuilt engine, p/coated frame, £££'s spent and great reg no, £5995 ono. Tel. 01403 217297. W Sussex.



## VESPA GTS 300

Super, 59, Piaggio s/h, only 9,500 miles from new, MoT, good all round cond, £1750 ono. Tel. 01507 529408 (office). mspencer@mortons.co.uk Lincs



## WK BELLISSIMA 125

auto scooter. 64 plate, white/blue, very low mileage (little use), virtually as new condition, with screen and top box, £1100. Tel. 01793 721306. Wilts.



## YAMAHA FZ6-S2

as new, ABS Fazer, Yamaha top box, less than 700 miles on the clock, bought it new March 2010 - never used it, £3000 Tel. Ray Rodgers 01953 889047. Norfolk.



## YAMAHA YBR125

2013, black, 5,800 miles, 2 owners, Oxford h/grips, new Michelin pilots, 2 keys, all orig paperwork, garaged, exc cond, £1795. 07814 647422. Derbys.



## YAMAHA TY175 TRIALS

early alloy tank model, vgc, competitive bike, £1250. Tel. 01743 891889; 07887 917466. Shrops.



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### For sale

#### APRILIA SR 125

**MOTARD** 65 plate, 600 miles on the clock (but commuting every day, so will increase), only bought a few weeks ago, but got a new job so it's not needed anymore, I will include Tucano Urbano bike cover, brake disc lock, chain and padlock, plus large helmet, £2000 all-in ono. Tel. 07545 425919.

**HONDA CB500** 1994, good reliable bike, no faults, MoT, at point of sale, totally original and complete starts on the button, £500. Tel. 07724 121996. Essex.

**HONDA CM400T** classic, 1982 many new parts, engine hard to start carburettors blocked etc, very good for a 33 year bike, £480 ovno. Tel. 01707 391255 for details. Herts.

**HONDA CRF100** 2002, good condition, new chain, sprockets, runs well, £650. Tel. 07938 865804. S Yorks.

**HONDA LEAD** scooter, has delicate traces of use, just kick-start works because battery is weak; after replacing the battery burns well with a button, with top box, MoT till 1 September, very economical insurance cost, £360. Tel. 07854 611194. Bournemouth.

**HONDA PCX 125** mint, 1600 dry miles, super high extras, specification/looks and rides great, always garaged, mature owner from new, £2100. Tel. 077890 61218. Humbs.

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**JIN LING** EEC, ATV, 250cc, Quad, 2015 model, V5C available, new reg, £1700 ono. Tel. 07948 650602. Staffs.

**KAWASAKI 550 GT** 550cc, recently converted to trike, big alloys, resprayed blue, new tyres, battery and serviced, lovely condition, MoT Sept, bargain at £3995. Tel. 01782 373715; 07800 919274. Stoke-on-Trent.

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**LEXMOTO 50** Valencia, 2012, for fast sale, suit 16 year old, £300. Tel. Don 07471 739455. Leeds, Yorks.

**LIFAN KING 125cc** Cruiser, twinport watercooled, first reg 10/6/2014, under 500 miles, reducing collection, £995 ovno. Tel. Noel 01933 400748 (if not in please leave a message). Northants.

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**MOPED** not even a year old yet! In good condition - only problems are that the back tyre has been sliced and electric start won't work (but starts first kick), bought brand-new for £1300 - need gone, £370. Tel. 07481 274344. Belfast.

**NECO ABRUZZI 50** black retro Mod scooter, 2012 plate and doesn't need a MoT till end of August 2016, Jet gloss black, e/start, Done less than 900 mile since new, Starts first time, I've added extras like a front and back rack, Whitewall tyres and recently got an 80 kit (although I've not fitted it yet), looking for £950 ono for her - I'll throw in helmet and disc lock. Cheap insurance and £4.50 to fill tank (I did from Derby to Rhyl in North Wales on £7.50), she turns heads and I've badged her up as a Vespa GS, an ideal starter scooter that does 45mph at the moment - more when kit is fitted. Can deliver for price of petrol, providing it's in a 50 mile area, £750. Tel. 0174 5825463. Abergale.

**PULSE ADRENALINE** 125cc, exceptional condition, 2650 dry miles, superb learner legal, fun bike, this looks showroom cond, black/orange, 11 months MoT, one owner from new, 2012 reg, service record, £950. Tel. 01489 574724. Hants.

**SUZUKI GS250T** 1981, blue, no tax, MoT, (project), new battery, air filter, spark plugs, manual, spare tank, seat carbs, has been running, will need van to pick up, log book in my name, reason for sale no time to mess, £400 ono. Tel. 01214 204632. W Mids.

**WK BELLISMA** 50cc, Lambretta SX style, low mileage, older owner, red/white, 63 reg, £650. Tel. 07471 739455. Yorks.

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**YAMAHA B-WIZZ** 50cc scooter/moped, excellent condition for year, black with logos, white trim to wheels, 2,700 miles from new, retro 80s style (1990), sold with new 12 mths' MoT, low tax, excellent runner, new battery and tyres, free helmet to get you started, used daily and ready to go, learner legal, £650. Tel. 07544 292125. W Mids.

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**YAMAHA XT225** Serow, first reg in UK 01.01. 2003, reg no. WF 52 FNE, 30k km. (18k miles), MoT 10/08/2016, tax 22/06/2016, very popular with Lands End Trial competitors, £2850. Tel. Doug 0781 4089721. N Devon.

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### Parts for sale

**HAYNES MANUALS:-** for Honda Deauville, NT700, 06 to 13, XL700 Translap, 08 to 13, brand new unused, £11 post free. Tel. 01842 765353. Norfolk.

**SUZUKI AN400** various, all parts for sale apart from engine, rear wheel and instruments, all cheap, ring for prices, plastics, maroon, Tel. Mike 07944 669384. Derbys.

### Miscellaneous

**NUMBER PLATE** reading P200E for sale. For details and price please contact Christian on 01582 967777. Beds.

### Wanted

**WANTED TROJAN MINI MOTOR** or power oak cycle motor, good price paid; also wanted spare parts for same or complete machine, Tel. 01782 317815. Staffs.



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